

ATLANTIC FISHERMAN

Registered U. S. Patent Office

Vol. V

APRIL, 1924

No. 3



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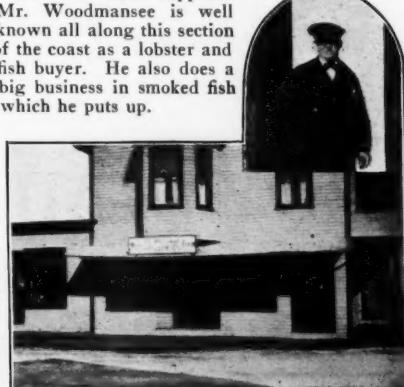
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Established 1830 STAMFORD, CONN.

Not A "Trade Paper"

The ATLANTIC FISHERMAN is a paper for fishermen—producers—the men who actually fish for a living. It does not purport to cover the fish trades; nor does it wish to be looked upon as a "trade paper." Rather do we like to think of it as a home paper for fishermen.

Our first care is that its pages be readable, for we believe that matters of human interest and practical vocational help are more to be desired by our readers than stereotyped "trade notes" and dry-as-dust statistical matter.

We want it to be regarded as a steady and reliable source of information, profit and entertainment by that vast army of 150,000 workfolk which constitutes our field.

Atlantic Fisherman

A "FARM" JOURNAL FOR THE HARVESTERS OF THE SEA

Vol. V. APRIL, 1924 No. 3

DAVID O. CAMPBELL, Pres. and Treas.
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ARTHUR W. BRAYLEY, Editor

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We believe that all the advertisements in this paper are trustworthy. As proof of our faith, we offer to make good to actual subscribers any loss sustained by trusting advertisers who prove to be deliberate swindlers.

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To take advantage of this guarantee subscribers must always state in writing to or talking with any of our advertisers: "I saw your advertisement in ATLANTIC FISHERMAN."

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Abundance of Fish in the Sea

(FROM THE JOURNAL OF A VOYAGE TO LISBON)

(A Selection From the Works of
Henry Fielding)

Of all the animal foods with which man is furnished, there are none so plenty as fish. A little rivulet, that glides almost unperceived through a vast tract of rich land, will support more hundreds with the flesh of its inhabitants than the meadow will nourish individuals. But if this be true of rivers, it is much truer of the seashores, which abound with such immense variety of fish that the curious fisherman, after he hath made his draught, often culls only the daintiest part and leaves the rest of his prey to perish on the shore.

If this be true, it would appear, I think, that there is nothing which may be had in such abundance, and consequently so cheap, as fish, of which Nature seems to have provided such inexhaustible stores with some peculiar design.

We Look Our Craft Over

WITH the promise of stronger competition to come, because of the recent consolidation of fish trades papers, it is but natural that we go over our craft with an eye to any vital weaknesses.

Yes, folks, we've been all over the Fisherman from stem to stern and find that, while she isn't just exactly the craft we'd like her to be, still she seems comfortably sound and able — seems to be laid down on about the right lines.

About two years ago the statement of the Fisherman's aim and purpose first appeared in the upper left-hand corner of this page. Today it's still there!

After all, it's the stuff of human interest you folks want. We know, because you've told us so. How many times have you warned us against the cluttering of our pages with several-weeks-old market reports, tiresome word-for-word accounts of conventions, stale news dispatches from the public press, and so on. We admit that we still slip occasionally, for often times it's the easiest way.

Altogether, we feel that we're plugging along the right lines. Our growth has been steady and wholesome. Dollar-in-hand readers have come to us each month in ever increasing numbers—substantial readers constituting the cream of the buying power of our field. The bulk of our advertisers have been with us from the start—advertisers who have always been amazingly convinced of its pulling power when they have put the Fisherman to the test.

If we stress the romance of fishing rather than its commercial side we do it with the conviction that you folks would rather have it so. If we are a bit conservative—without screaming headlines—without blow, bluff and bluster—we believe that you will like us better for it in the end.

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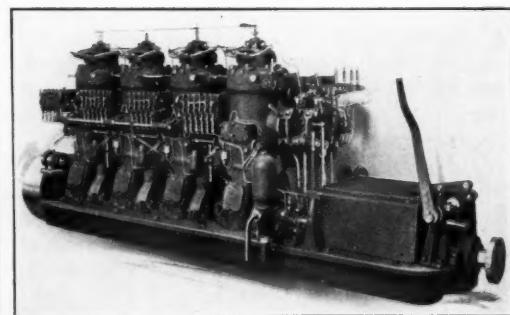
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BOLINDER'S COMPANY, Inc.

30 CHURCH ST.
NEW YORK CITY

ATLANTIC FISHERMAN

The Only Publication Devoted Exclusively to the
Fishing Interests of the Atlantic Seaboard

Vol. V

BOSTON, MASS., APRIL, 1924

No. 3

Clipper Fishermen and Men Who Built Them

Some things of interest regarding the quaint old shipyards and the building of a Gloucesterman

By ALBERT COOK CHURCH

PART I

MOST of us who are interested in Gloucester and vessels of her fishing fleet, especially those crack schooners built within the past few years to contest for the supremacy of the North Atlantic, have journeyed down to Essex to see them launched and have joined in the customary festivities which usually mark the ceremony upon such occasions. When the Mayflower took her initial dip several years ago it was estimated more than fifteen thousand people were present, largely due to the publicity given her through the press, and it is doubtful if a larger gathering ever witnessed the launching of a North Atlantic fisherman, or ever will.

There is an atmosphere of quaintness about these old shipyards at Essex without parallel. Search where you will, there is nothing like them anywhere. They seem like a connecting link with the forgotten past, for here we see the old reliable oak timber and shipwrights who take pride in producing the best they can rather than slight the reputation earned by a lifetime of honest toil. There was a time when the coast was thickly dotted with such as these, but today the old time wooden ship builder has all but passed into history, and but two of the yards remain. Within a stone's throw of each other, where each may hear the echo of his neighbor's adz, the walls of white oak are making their last stand at Essex, Massachusetts.

Only a few years ago Gloucester still boasted a shipyard, the only remaining one of several that formerly prospered there. The last to be abandoned was that of the late John Bishop, whose yard was situated on Vincent's Cove, where he built many a fine vessel for the Gloucester fleet. Situated but a hundred yards from Main Street, there was always a crowd on hand when a new one was sent over, and the summer visitors took great interest in visiting the yards when new vessels were under construction there. But now the

spot where clippers of twenty years ago were built is marked by an oilskin factory and electric light buildings, as I remember, and all traces of the Bishop shipyard have disappeared.

Swinging down a plank walk from Main Street that led into the shipyard, the old blacksmith shop stood close by where the ironwork was forged and made ready. In those days this was a busy place, and all about the shop stood heaps of ironwork ready for galvanizing, and piles of anchor chain. Strangers used to gaze curiously into the old shop and watch the red hot iron take shape under the beating sledges, then pass on and watch the ship-carpenters in the yards beyond. Here was Gloucester as it used to be, the very essence of the old time fishery, for as one stood looking into the shipyard the rickety old wharf at the left hand was covered with fish flakes, draped with salt cod curing in the sun. How well I remember the old workshop, ornamented with trail boards which once proudly adorned the vessels of a past generation, and the models hanging in the dingy old office. Like the shipyard itself, these are all gone, and soon will be forgotten.

The Mackenzie yard was down by the fort, on the way to the Cunningham & Thompson plant, and, as I remember, the Ralph Hall was about the last schooner built there. Not a trace of the yard remains today, and for some years now all the fishermen have been built at Essex, at least all the big vessels. Of course many smaller ones have been built at Rockport, Boothbay, and a few other scattering yards, but all the big haddockers and salt fishermen and all the fast clippers of today are built at Essex, where Arthur Story and J. F. James & Son still maintain the traditions of the past.

The quaint little town of Essex is a wonderfully attractive spot in itself, but the shipyards are the pride of its townsmen. Situated cozily in a shel-

(Continued on Page 10)

Fishing Notes From Maine

By "THE FISHERMAN'S DOCTOR"

WITH a promising outlook for supply of herring many of the fishermen of Swan's Island and vicinity are building weirs. Charles Rowe and Fred Hagan are building one in Toothacker Cove and another near Hat Island bar. James McKay is progressing with two weirs in Toothacker Cove. Austin Sadler of Minturn has his stakes and poles all driven for a weir off Garden Point to the west'ard of Mackerel Cove, and will soon have it in commission.

George Carter, William Kelley, Ralph Dawes and Ray Stanley have joined interests and are well along with three weirs around Buckle Island. Daniel Conary has another weir close to Stinson's Neck, Deer Isle. Herman Conary is building a weir at White Island. Two weirs are being put down by the Spragues near Fraser's Island, a short distance from Southeast Harbor, Deer Isle. Holden & Son are finishing two weirs at Flye's Island.

Many of the Old Harbor lobstermen have begun to set out their traps for the spring catch. At present the lobsters are rather scarce. Smacks in the harbor are paying thirty-four cents. Several smacks have gone to Nova Scotia for fares of lobsters.

The Morse fishstand at Burntcoat Harbor has just received the first fish of the season, when a motor boat landed a thousand pounds of cod.

The Underwood plant at Bass Harbor is very busy canning clams.

The weir privilege at Rummill's Hub on the Mt. Desert shore has been sold to Ed Rummill, and he and Jason Kane are about to build a weir there. George Robbins, who operated there last season, is now prospecting for another weir privilege.

Carl Lawson of Tremont has gone to Bar Island, up the bay, to build a weir there. Isaac Stanley of Manset has a weir at Moose Island in Bluehill Bay. Gardiner Lawson of Tremont and Opechee is preparing to build a weir at Pond Island. At Tinkers Island the Underwoods have a weir. At the same island Wesley Bartlett and Edwin Lepaus are about to build two weirs.

Trawlers from Bass Harbor are finding fish and are bringing in cod, and many good sized haddock.

Jean Sprague of Minturn has sold his fishing boat to Ira Torrey of Old Harbor, who will use it for trawling and lobstering.

Under the new regulations for smelt fishing, now in effect, no smelt can be taken in any way save by hook and line in the tidal waters of the State of Maine during the period between April 1st and October 1st. Penalty for violation is \$100.

The first of April, J. E. Canning of Bangor

caught the first salmon of the year at Bangor Pool. It was a sixteen and a half pound fish and sold for \$2 a pound.

The packing plant at Oceanville is now canning clams.

Everett Carter of Atlantic is combing and manuring all the mud flats of every cove and inlet within five miles of Atlantic dock, and succeeds in getting clams, and bids fair to have in his yard a gigantic shell-heap which may in later years be rediscovered as interesting traces of the aboriginal red man, and rival the relics of ancient Pemaquid.

The tripod of Long Ledge at the eastern side of Deer Isle thoroughfare, Jericho Bay, navigation mark in thick weather for vessels coming in for Eggemoggin Reach or Bluehill Bay, was wrecked and sunk in a gale several months ago and has not been replaced, and constitutes a danger to navigation. At mean low water a portion of the tripod may be seen, but at high water and in thick weather the ledge is hidden and there is no mark to run for.

Daniel Conary is rebuilding his weirs near Lazygut, off Stinson's Neck, Deer Isle.

The two-masted fishing schooner Leslie, formerly owned by Harold Lawson of Tremont, was sold last week at the wharf of the Maine Fisheries Company at Bernard, Bass Harbor, to M. Harris of the Harris Company of Portland.

Captain William H. Burns, who wintered at Northwest Harbor, Deer Isle, has returned to his home at "The Anchorage" in Atlantic, and has renewed his gear, and painted and refitted his able motor boat, and is about ready to set out a big string of lobster traps.

The cutters, Tampa and Modoc, have reported the first icebergs of the season in the North Atlantic passenger lanes. The ice was reported the first of the month off the Grand Banks of Newfoundland. The ice field was reported as below normal, and the Labrador current weak.

About a million pounds of fresh fish were landed at Portland last week by the Deep Sea trawlers, Osprey, Coot, Loon and Plover. The fish were largely cod and haddock and were received by the Burnham & Morrill Company and the Dirigo Fish Company.

Penobscot Bay and River is clear of ice and the steamer Belfast has inaugurated tri-weekly service between Boston and Bangor. There is yet considerable drift ice in the Kennebec, but the river is about free for navigation.

Lawrence MacDonald of Oceanville has joined the beam trawler fleet at Rockland.

The progressive Japanese are using airplanes to spot schools of fish, not otherwise visible, and by reporting by wireless expect to boom the fisheries.

Captain Morrison of Stockton Springs is building several weirs.

The fleet of the Atlantic fishermen is about refitted and repainted, and the forehanded fisher-

(Continued on Page 25)

A Well-Equipped Profitable Fisherman

HERE are two kinds of fishermen—those who continue to use the same kinds of gear and equipment their grandfathers used, and those who are always on the look-out for new appliances which promise greater efficiency in their fishing operations.

To the latter class distinctly belongs Captain Albert Hamlin, skipper and owner of the new schooner Andrew E. Hathaway of New Bedford. In planning the Hathaway Captain Hamlin gave scrupulous consideration to every phase of the design and equipment of his vessel. As a result he now commands one of the best equipped fishing vessels on the coast—a vessel which has already demonstrated her ability as a money-maker. Stocking better than \$20,000 on her first three trips would indicate that she is a sound investment, and fully justifies Captain Hamlin's adoption of her many modern features.

The Hathaway is a 77-footer, with an 18 foot beam, and a draft of 8 feet, 4 inches. She was built at Friendship, Maine, at the yards of Wilbur

Morse. While she may not have the lines of a Columbia, bear in mind that every foot of her was designed for utility.

An interesting feature is the pilot house perched atop of the main cabin. From this position the skipper has a clear view of all operations during fishing; and, furthermore, he is high enough to be able to see over the bow of his craft—a feature of design borrowed from the Pacific coast halibutters.

The vessel is powered with a 60 H. P. Fairbanks-Morse "C-O" engine driving a 42x32 Hyde wheel on an oversize Tobin bronze shaft.

Following the present day tendency among the better class of fishing vessels, the Hathaway is electric lighted, carrying a 1500-watt Stearns De Luxe lighting outfit, which permits floods of light over any part of her.

The tank of the Hathaway is unusual in that it is made of 3/16-inch metal instead of the usual stuff of 1/16-inch thickness, and the whole tank

(Continued on Page 25)

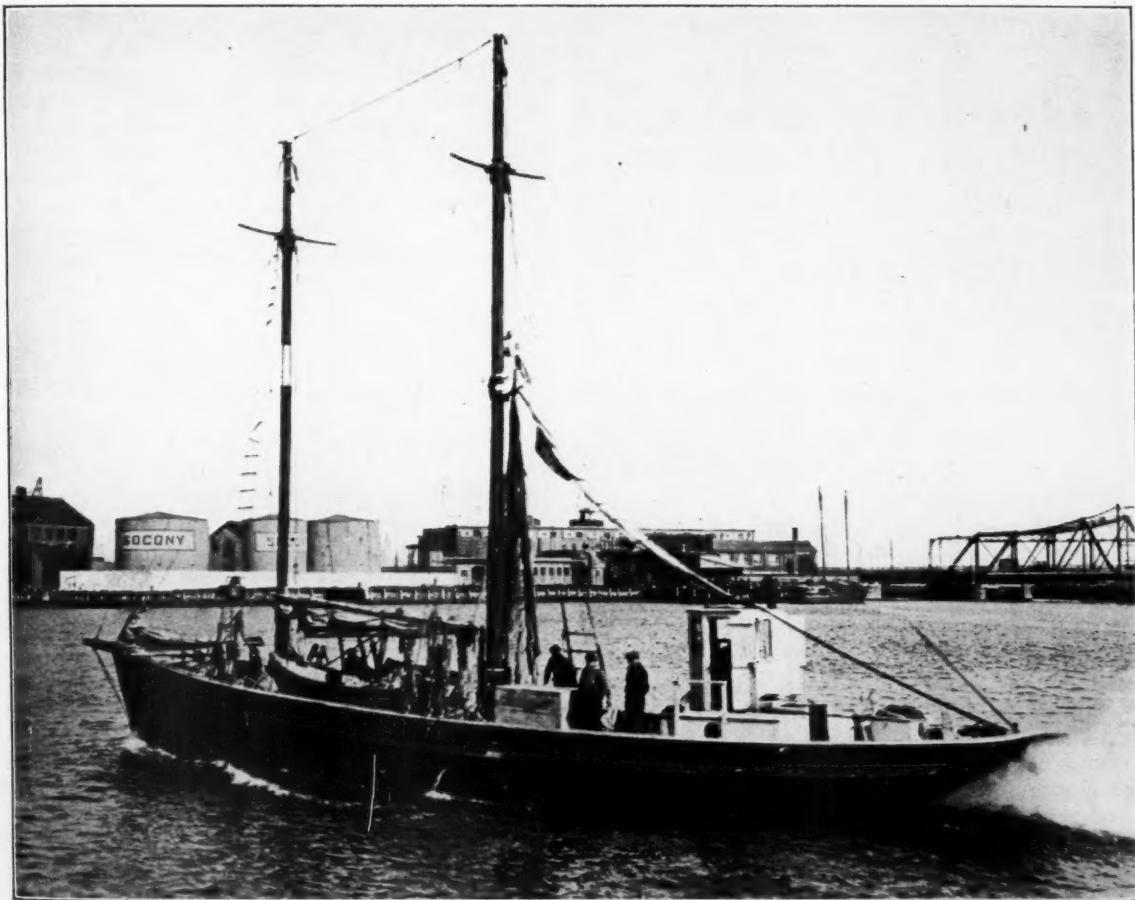


PHOTO BY ALBERT COOK CHURCH

SCHOONER ANDREW E. HATHAWAY

Clipper Fishermen and Men Who Built Them

(Continued from Page 7)

tered cove close by the roadside, the yards were huddled together in a sort of crescent shaped creek that leads out to the sea beyond, some nine or ten miles away, the little creek winding its way seaward through a tortuous channel, flanked by marshes on either side. Here in quiet seclusion the vessels grew steadily, frame by frame and plank by plank until they finally were completed, seemingly creeping out with joy toward the beckoning sea which welcomed them to a new world—theirs to conquer.

A few years ago there were other yards still in existence there, the Lantz and Oxner & Story yards now having been abandoned. Until recently there were traces of them visible, and here and there a few stray timbers may still be found, moss covered and decayed. A grim reminder of the fading industry was left behind at the scene of the old Lantz shipyard, at the right hand of the road as one enters the town, by way of the Gloucester road. A few weatherbeaten buildings are still standing, and the runways where many a vessel was built may still be seen down by the water's edge. Several years ago a visitor wandered down by the old yard and stood gazing about the ruined buildings.

"So that was the old shipyard. And what was the last vessel built there, do you remember?" he asked.

"The last one? She's there yet, she's the ship that never sailed," said the old carpenter, himself a shipwright for fifty years and more. The aged man showed the stranger down a winding path, half hidden by weeds and undergrowth, the very path trod for years by the workmen who once toiled there. As they came down by the pathway and rounded into the old yards there she was before them, the abandoned keel of a big beam trawler, warped and weatherbeaten, rising like some gaunt, grim monster from out of the sea.

"She's there yet," the old ship-carpenter mumbled, half to himself, "she's the ship that never sailed."

The old James & Tarr yard, now known as J. F. James & Son, is just beyond, perhaps a few hundred yards or so. Even now this yard is actively engaged in building fishermen, and hundreds of them have been launched from their ways during the hundred and odd years since it was first established, nobody knows when. It was here the famous Esperanto was built, the Mayflower, and the Puritan. Years ago the crack Burgess modelled schooner Fredonia was constructed here, said to have been one of the fastest and most able fishermen of her time, and believed by many to be the equal of any ever built. John Chisholm's splendid schooner Alert was also a product of this yard, and the handsome whaling brig Viola.

Everyone who has been a frequent visitor to Essex will remember the old horse which shared the heavy work handling timber about the James yard. For years the faithful old horse toiled there, dragging the heavy oaken frames from the stock pile around to the bandsaw, wandering along at a leisurely pace with no one to guide his steps. He knew every inch of the place, and was a familiar sight to all that frequented the yards. But now he too has gone, after spending his days with the ship-carpenters and sharing the hard work with them for many years.

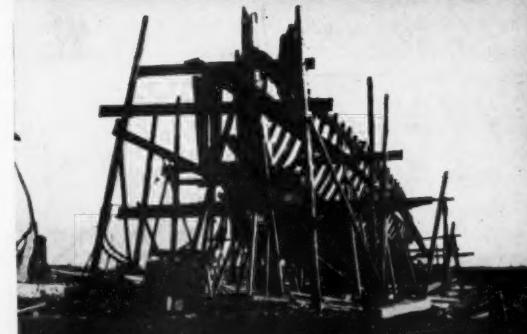
John P. Story, the present foreman there, was formerly with John Bishop at the Vincent Cove yard in Gloucester, where he built many fine vessels, including among others the Stiletto, the Gladys and Nellie, Mary DaCosta, and many others. Mr. Story took great pride in building the speedy Mayflower at the James yard, and his painstaking care and thoroughness as a shipwright was well reflected in the excellence of her construction. Many times I have seen him on the job, fair weather and foul, and what John Story doesn't know about building a fisherman there's no one still in commission to show him.

Arthur Story's yard is but a stone's throw away, just across the creek beyond. It was here both the Henry Ford and Columbia were built. But so were the Elsie, the Shamrock, and some two or three hundred others, perhaps not so famous; but I'll guarantee all as well built. Of course, now and then the run of the timber is better, weather more favorable during the winter and so on, which all makes a difference, just as it does with you and me. And so some of them are a bit smoother, planked a little better, and that sort of thing; but they are built on honor when they're built at Essex.

The casual visitor who browses about an Essex shipyard is apt to notice the timber, carefully piled about to season to best advantage. Solid white oak, hard as iron and a lot more durable than some I've known; planking, three inches thick. They had oak plank in the James yard on the Mayflower job sixty feet long and more. Some of it wouldn't float 'twas that heavy; some of the keel stock, I believe it was. Came from out south, some of it, and some from Ohio. But the eastern stock that used to come from a little spot Wash Tarr knew about was the real stuff, nothing like it anywhere. Once in a while they have a little of it for an extra fine job, but the days of eastern oak of fine quality and perfect seasoning growth are over, like the golden days of the old-time ship shipwright. The old stock would harden up under water and get tougher and tougher the older it got, but for a keel or a stem or a sternpost, you couldn't beat it nor cut it either, hardly. And the hackmatack knees, the kind the worms passed up, those were the kind they used and use today, to a great extent, at least.

(Continued on Page 14)

Old Essex and Gloucester Shipyards



Photos by ALBERT COOK CHURCH

Where Famous Gloucestermen Were Built

Upper Left—A faithful worker for years at the James Shipyard.

Upper Right—John P. Story (at right) Master Shipwright, now foreman at the James Yard in Essex, and for many years foreman for the late John Bishop at his yard in Gloucester.

Upper Middle Left—The ship that never sailed. An abandoned keel at an old shipyard in Essex, long since gone to decay.

Lower Middle Left—A flyer ready for planking at the old yards of J. F. James & Son at Essex.

Middle Right—Scarphing on the stem of the Clipper Fisherman Stiletto at Bishop's.

Lower Left—Arthur Story's yard at Essex ready to launch a flyer.

Lower Right—Rugged construction of a Gloucester-built fisherman. Planking Treenailed through ceiling, fifteen inches through, and Treenails wedged both ends.

The Southern Mackerel Cruise

The first mackerel for 1924 were taken by schooner Harvard, Captain Howard Tobey, who made a set east by south of Fenwick Island lightship in 32 fathoms of water, on April 8. He stopped but one barrel of small fish of about a third of a pound each.

The first real fares were brought into New York on April 10. Steamer Orion, Captain John Dahlmar, landed 35,000 pounds of small mackerel at that port, and schooner Arthur James, Captain Wallace Parsons, had a fare of 20,000 pounds of small fish. Another catch of 51,000 pounds was landed at Cape May, N. J. The price was 25 cents per pound. These are the earliest worthwhile fares in several years.

On April 11 another trip of mackerel was landed at Cape May, schooner Stiletto, Captain Ralph Webber, arriving with 3,000 pounds of small mackerel. This fare was caught 95 miles south of Cape May in 40 fathoms. On April 14 Captain Webber brought a fare of 16,000 pounds to New York.

Steamer Orion, Captain Dahlmar, landed 2,000 pounds at Cape May on April 14. Steamer Three Sisters, Captain Lemuel Firth, also brought a fare to Cape May, consisting of 6,000 pounds.

The Southern Mackerel Fleet

According to the Gloucester Times, a much smaller seining fleet will take the southern mackerel voyage this spring. The netting fleet, however, will be larger than ever.

SEINERS

Str. Three Sisters, Capt. Lemuel Firth.
Str. Thelma, Capt. Martin L. Welch.
Str. Orion, Capt. John Dahlmar.
Sch. Stiletto, Capt. Ralph Webber.
Sch. Harvard, Capt. Howard Tobey.
Sch. Constellation, Capt. Ambrose Fleet.
Sch. Arthur James, Capt. Wallace Parsons.
Sch. Catherine Burke, Capt. George Hamor.
Sch. Harmony, Captain Percy Firth.
Sch. Good Luck, Capt. John Morash.
Str. Alert, Capt. William Nickerson.
Str. Nyoda, Capt. Charles Nelson.
Str. Lois H. Corkum, Capt. William Corkum.
Sch. Grace Darling, Capt. James Ellis.
Str. Nirvana, Capt. Lee Murray.
Str. Helena, Capt. John Matheson; str. Bettina, Capt. William Ingraham; str. Lucia, Capt. George Heckman will probably join the fleet later in the season, probably for the Cape Shore trip. It is also reported that Capt. John Seavy may take sch. Morning Star south.

Aside from the Italian fleet, the following netters are due to engage in the spring mackerel fishery:

NETTERS

Sch. Wesley W. Sennett, Capt. Patrick Murphy.
Sch. Alice and Wilson, Capt. John Hall.
Sch. Sibyl, Capt. Aubrey Hawes.
Sch. Etta M. Burns, Capt. Thomas Marr.
Sch. Marion McLoon, Capt. Gilbert Lafford.
Sch. Higco, Capt. John Fennessey.
Sch. Nickerson, Capt. R. B. Benham.
Sch. Audrey and Theo, Capt. Percy Perriway.
Sch. John A. Cooney, Capt. Christopher Higgins.
Sch. Elizabeth M. King, Capt. Edward Proctor.
Sch. Edith M. Cooney, Capt. Oscar Johnson.
Sch. Florence E. Merchant, Capt. Nels Amero.
Sch. Mettacomet, Capt. James Hemeon.
Sch. Hope Leslie, Capt. Paul Scola.
Sch. Mascot, Capt. Douglas Harnish.
Sloop Pearl, Capt. Roland Brewer.
Sch. Maxwell, Capt. Henry Swinson.
Sch. Anita and Bernice L., Capt. Albert Lawson.
Sloop on Time, Capt. Peter Johnson.
Sch. Elizabeth A., Capt. Charles Peterson.
Sch. Evelyn and Ralph, Capt. Harry Clattenburg.
Sch. Irene and Mabel, Capt. Colin Dorey.
Sch. Christie Cox, Capt. George H. Peeples.
Sch. Restless, Capt. James Nickerson.
Sch. Eva Martin, Capt. James O'Neil.
Sch. Zilpha, Capt. William Tobey.
Sch. Aeolus, Capt. Herman Pennington.
Sch. Sylvester, Capt. Julius Peterson.

Portland

Sch. Sunapee, Capt. Edward Smith.
Sch. Alice M. Doughty.

Kennebunkport

Sch. Joseph Warner, Capt. Jeff Landry.

Edgartown

Sch. John D., Capt. Leon Doucette.
Sch. Liberty, Capt. Claude Wagner.
Sch. B. T. Hillman, Capt. Horace Hillman.

Nantucket

Sch. Alice May, Capt. Manuel Silva.

Block Island

Sch. E. H. Sneed.

New Bedford

Sch. Helen E. Murley, Capt. John Murley.

Newport

Sch. Dorothy M., Capt. Avery White.

Took Alewives

Alewives have commenced to run at Edgartown. Sixty barrels of alewives were taken there the second week of April.

Who's Who Among the Skippers

By CAPT. CHARLTON L. SMITH

HERE are many popular skippers down Gloucester way, but none is more so than Captain Peter Grant. This tough little silver-haired veteran of the deep was born at Bangor, Maine, in 1867, but the lure of the far famed fishing mart of Cape Ann got him early. Since 1885—barring a short time at New Haven, Connecticut—Gloucester has been his home.

When there is to be a public demonstration, or social activities of any kind, in which members of the Gloucester Master Mariners' Association take part, almost invariably you will find the name of Captain Peter Grant on some committee, for he is recognized as one of the liveliest wires down that way.

With the appearance and bearing of a cynic, this humorous little man can and will out-Chesterfield the most urbane of interviewers. With the utmost simplicity he makes one feel at ease and at home the moment he begins to talk.

The first vessel in which he sailed out o' Gloucester was the *Nevada* and the second, the *S. R. Lane*. Followed a year or two down at Texas; thereafter, he fished directly from the home port. Some of his commands were: *Eleazer Boynton*, *Annie Mason*, *Alabama*, *Edith Conly* and *Zeppie*. He then bought the schooner *Gracie* and has sailed her ever since. That was thirty years ago, and, although the vessel and her skipper have grown old together, they are both "going strong" with every likelihood of a continuance of activity for many years to come.

The captain has had his share of hair-breadth escapes from death, during his long career on the sea. He was in the *Alabama* when she became a total loss on lonely Boon Island, that grim sentinel off the coast of Maine. In the *Boynton*, he rode out a gale on Georges when seven vessels of the fleet sank. He was rescued by a crew of Swampscott men when his vessel sank off Dread Ledge.

For many years Captain Peter has been a prime

Cape Ann has warm spot for this tough little veteran.



CAPTAIN PETER GRANT

favorite of the family of John Hays Hammond. Mr. Hammond used to charter the *Gracie* just to secure the captain's skilled services. And he taught the children much about the nautical game.

Came the day of the trial trip of the fine, large schooner, *John Hays Hammond*. She proceeded as far as Fresh Water Cove, laid to and the Hammond party came aboard in a launch just after Captain Peter laid alongside in the *Gracie*. In the party was Baron Rosen, the famous Russian diplomat. Mrs. Hammond insisted on Captain Grant joining them, and she introduced him to the baron and placed them side by side. She showed them impartial courtesy throughout the trip which must have convinced the nobleman that he was indeed sailing in a vessel that belonged in The Land of the Free.

Not only the Hammonds, but all folks down on Cape Ann have a warm spot in their hearts for Captain Peter Grant.

Oyster Packers Destroy Seeds on Shells

According to Swepson Earle, chief engineer of the Maryland Conservation Department, who recently completed an inspection of St. Mary's County, Maryland, thousands of bushels of oysters are wasted annually through failure to realize the value of young bivalves that are frequently attached to the shells of large ones.

"I inspected the oyster shell pile of a shucking house and found that 5 per cent of the shells bore young oysters ranging in size from $1\frac{1}{2}$ inches to 3 inches long," declared Mr. Earle. "These oysters were wasted. They represent about 1,000 bushels of oysters left to die."

"Many packing houses along the tidewater region of the bay destroy these seed oysters attached to shells that are thrown on a pile and sold at 5 cents a bushel for road purposes or for chicken feed.

"If these young oysters could be culled out by shuckers, thrown on a separate pile and then, within 10 days, replaced on suitable bottoms this loss could be recovered."

It would seem that the experiences of the oyster people during the past few years would have been sufficient to have taught them the folly of such wanton waste. A little care in culling the seed bearing shells would be nothing more than sound business sense.

Fishing Schooner Type Best for Rum Chasers

TO CARRY out the recommendations of President Coolidge, as outlined in his message to Congress of December 6, 1923, the sum of \$10,084,900 will doubtless be appropriated by Congress for the acquisition of a fleet of boats to be used primarily for the suppression of rum-running.

From the tentative drawings as prepared by the United States coast guard for patrol cruisers to be used in this campaign, it is reasonable to assume that the government has not profited by its post-war experience with its sub-chasers.

The sub-chaser was, quite properly, built for sub-chasing, with no regard for its adaptability to useful purposes. Consequently, when the war was over this great fleet was with great difficulty disposed of at a tremendous loss to the government.

In preparation for war such things are obviously pardonable. In peace times, however, such economic waste is utterly inexcusable.

In preparing for the war on rum-runners the use of a little foresight will save millions of public money. Such warfare, waged on the lines the government has laid down, should knock this nefarious business into a cocked hat in short order, after which the government will hang for-sale signs on the majority of the fleet.

What price these crafts will bring will depend entirely upon their adaptability to conversion for commercial uses. A patrol cruiser designed strictly for patrol cruising would probably bring less than 10% of its cost—if we may judge by the government's experience with its sub-chasers. On the other hand a boat designed with re-sale value in mind might bring 50% to 75%.

A type of vessel for which there is always a market is the North Atlantic fishing schooner. Furthermore, this type has all the essential qualities that make for the ideal "rum-chaser". She is staunch, sturdy, able, with ability to remain at sea almost indefinitely. Comfort and simplicity of upkeep are two points in its favor that no other type of vessel can approach.

While speed might seem to be a primary factor in patrol service, it should be borne in mind that the chief function of the cruiser will be to watch the rum fleets—made up largely, by the way, of ex-fishing schooners—and to report the movements of these scofflaws by wireless to the shore stations, where high speed boats are ready to give pursuit to those that try to land their valuable cargoes. Speed, therefore, is only a secondary consideration. Eighteen miles an hour, which the tentative specifications call for, could be made without difficulty by the properly powered fisherman type of vessel.

Altogether, it would seem that the fishing

schooner design offers the best type of vessel for the job in hand, both in the matter of efficiency and economy. Such a type demands the serious consideration of those in authority at Washington.

No Snow or Ice on Smelts

Assistant Secretary Moss of the United States Treasury Department, Washington, advises in connection with the tariff ruling on smelts, that even though the fish have been frozen naturally, and would otherwise be free of duty, if the fish are packed in ice or snow to keep them in that condition they are subject to a duty charge on entering the United States.

Sea herring, naturally frozen are likewise free of duty but subject to tariff if snow or ice be used to maintain them in this condition.

New Bedford Whaler Fitting Out

Contrary to the statement that no whaling vessels were to be fitted out to leave New Bedford this spring, it has now been decided to fit the bark *Wanderer* for a whaling cruise. Captain Antone Edwards, who has been in Florida with his family during the winter, is coming home to take command of the bark. It is also stated that the schooner John R. Manta is to be fitted and go out in command of Captain Antone Mandley. This decision to send out more whalers comes just after the prophecy that with the return of the schooner Margaret, now at sea, there would be no New Bedford whaler out this summer. The decision to send out more vessels for whales is said to be based on the assumption that there is going to be an advance in the price of sperm oil.

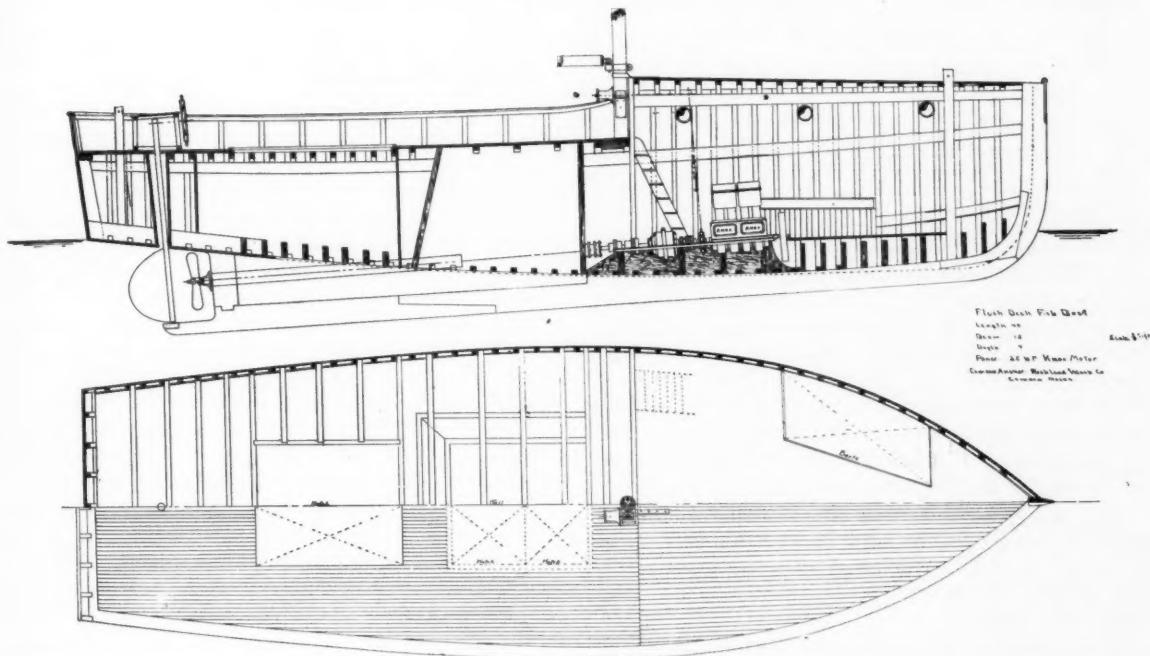
Clipper Fishermen and the Men Who Built Them

(Continued from Page 10)

They frame a vessel easier nowadays than they used to, when all the frames were steamed and bent. Now they saw them on the band saw and clamp them together, not so good perhaps but very strong, and much quicker and far less expensive. That's the problem nowadays—keep down the expense. And a fisherman won't stand driving long enough to rot her frames out, even if she can keep clear of Sable Island bar. They build them much deeper and sharper now, and the frames don't have many right angled kinks in 'em, like they used to. They build them strong at Essex, and they don't wear out. They'd build them even better, but it can't be done.

(Part II of this article will appear in our next issue)

New Fishing Boat Margaret



The Camden Anchor-Rockland Machine Co. of Camden, Maine, have just completed the 40-foot raised deck fisherman, Margaret, for Earl Mayo of Nantucket, Mass. Her specifications follow:

Length 40 ft.
Beam 13 ft.

Draft 4 ft.
Tonnage 10
Estimated speed, 8 m. p. h.
Designed by Camden Anchor-Rockland Machine Co.
Engine, 25 H. P. Knox, 4 cycle.
Propeller, Knox.

Nova Scotia Fishermen Flock to Gloucester

Fishermen have begun to arrive at Gloucester in large numbers from the provinces for the spring and summer fishing. On board the steamer Prince Arthur which arrived in Boston April 12 from Yarmouth, N. S., were nearly 200 fishermen from the maritime provinces who will join vessels at Gloucester and at Boston which are fitting for the various branches of fishing.

The Destructive Carp

Virginia, according to Commissioner McDonald Lee, of the Game and Inland Fisheries Department, is one of the first states in the country to begin regulatory work on carp.

There is no demand in Virginia for carp as a food fish, according to Commissioner Lee. During the height of the season, the market becomes flooded with carp, and the price drops very low. Approximately 524,000 pounds of carp were sold in this country last year.

In order to promote its educational campaign against the carp, the department has made several motion picture films showing how best to catch the carp. These films show how the State is fishing with nets for carp in shallow and deep water.

The carp is very shrewd and is hard to catch even with nets unless proper methods are followed.

During the winter, the fish buries its head in the mud of a stream and does not feed until spring. With the coming of the freshets, it becomes active, not only destroying the spawn of other fish, but also water plants which it bites off at its roots.

Ford Brings in 43,000 Pounds

The fishing schooner Henry Ford of Gloucester, international cup contender, arrived at Portland, Me., April 1, after being battered by gales on the banks, and with nearly all her nine dories smashed or damaged. She was idle five days because of the storm, but brought 33,000 pounds of halibut and 10,000 pounds of mixed fish.

The Depleted Lunenburg Bank Fleet

The lure of the liquor or the lure of the lucre which rum-running as a business produces, will prove to be the undoing of the Lunenburg bank fishery this coming summer. The smallest fleet in the history of that important fishing centre will leave port this year and the reason for this is, that freighting booze, if not a more congenial business will be a far more paying one than taking cod from the bultows on the Grand Banks.

The Bank fishery has been declining as far as Lunenburg is concerned for some time past. As far as we can learn, just 12 years ago, in 1912, 136 schooners went to the Banks from Lunenburg; this had been reduced by 1922 to 100 sail and last year the fleet was composed of but 80 vessels. This year, however, the climax in reduction will be reached, for it is estimated that not more than 35 schooners will take up the time-honored work of fishing on the Grand Banks.

According to this then the Lunenburg people will not put as much fish into the markets as of yore, as they see no means of remedying the situation caused by the abstraction of so many vessels from their fleet.

We would be callous indeed were we to show any particular satisfaction over this state of affairs as it applies to our cousins of Lunenburg, but if we look at it with the cold calculating business eye, it means to us the almost assured market for 150,000 or 200,000 quintals of our fish, which these people must lack by reason of the depletion of their fleet.

With Norway's fishery only about one-half of what it was last year, with the prospects of a fish-famine in Europe, by the next fall prospects for Newfoundland are anything but unpromising, and if the fishery of 1924, at all measures up to the past, there is, we think, every prospect of selling the staple at prices that will help materially to put the country on its feet again and ensure to us the promise of an early return to that prosperity which we enjoyed before the trumpets of war called the world to arms.—St. John's Trade Review.

Sardine Boatmen Ask Higher Rate

Nearly 100 Canadian and Yankee fishermen and boatmen engaged in sardine carrying from April 15 to December 1 had an important meeting in this city recently, when discussions were had for nearly two hours on two vital problems facing them on the eve of the opening of the Maine sardine industry, April 15.

The first question to be taken up by boatmen from various parts of Passamaquoddy Bay on both sides of the international boundary waters was a request for an advance of 50 cents a hogshead for carrying fish from weirs to Washing-

ton County canneries, where there are 25 factories within a radius of five miles from Eastport. Prices in recent seasons have been \$1.75 a hogshead for boat trips up to about 50 miles, with extra charge for longer runs. Eastern Maine sardine packers at the meeting here all were in favor of the requested advance to \$2.25 a hogshead.

Another problem was that many Canadian weir owners owning boats permit their boatmen to load in the newly-caught herring which were sent across the border to Maine canners. Often American boatmen had called at these weirs and had been refused cargoes of fish.

The chairman of the meeting was Captain Meade Malloch of Lubec, a veteran sardine carrier and boatman of 35 years' experience. It was a harmonious meeting and yet nothing was accomplished except the appointing of a committee of three boatmen to confer with a committee of three sardine canners (not yet selected) and see if some kind of an agreement might be reached before the annual starting up of the industry.

The boatmen selected Captain George I. Stuart, Captain Meade Malloch and Captain Luther Mathews, the best-known and experienced boatmen engaged in Eastport Harbor each year.

Canners stated that they would instruct weir owners not to send out their catches of herring until the arrival in their waters of regular boatmen, but just how this rule will be observed remains a mystery.

Exemption of Fishing Vessels From Gasoline Tax

A bill recently introduced in the Virginia Legislature would have imposed a tax of 3 cents per gallon on all gasoline used for motor boats. Representatives of the fishing industry sought the bureau's advice on the subject and were furnished information showing that in the States of Washington, California, Massachusetts, Connecticut, and Maryland gasoline used in motor boats is specifically exempt from the tax for road maintenance, or some arrangement for refunding the tax is provided for. It is reported that North Carolina has a similar provision, and it is probable other States have the same. The U. S. Bureau of Fisheries is informed that the bill as finally passed by the Virginia Legislature exempted motor boats from this tax.

Fisherman Catches Chassis

While fishing off Fishers island April 9th, Captain Frank Thompson of the New London fishing fleet landed a complete automobile chassis. It is thought that the machine may have been lost from one of the steamers that carry machines from New London to Australia. Captain Thompson has in the past landed in addition to fish, torpedoes, human bodies, skulls and large anchors.

RADIO FOR FISHERMEN

Trawling With The Aid of Radio

By G. HAROLD PORTER

General Marine Superintendent, Radio Corporation of America

Men who go down to ships in sea now rarely cut adrift from the busy life on land. On freighter or ocean-liner radio is the link between ship and shore. It warns the sailor or passenger of approaching storms; it guides the ship through the thickest fogs; it brings help and succor in time of need.

But traditions die slowly with men of the sea, particularly with the fisher folk who comb the floor of the ocean with their nets, and trust to good fortune to insure the success of their catches. It is a curious reflection that the world's oldest industry has so long remained in a precarious state, dependent entirely upon wind and weather and "fishermen's luck". At last, however, radio has reached out through the air to the trawling industry, and the uncertainties of deep-sea fishing are giving way to intelligent and organized effort.

About thirty trawlers are employed in supplying the eastern fish markets, which center in Boston and New York. Boston is the great Atlantic Fish market, and the prices there largely determine the New York market—that is, the New York price is the Boston base price, plus freight which is usually figured at $1\frac{1}{2}$ c per pound. The Boston market has frequently taken 1,800,000 pounds of ground fish in a single week, while New York consumed only 1,000,000 pounds of fish per month, although New York's demand for fish has more than doubled in the last three years, because of the increased regularity of supply.

Notwithstanding the fact that fish is a basic and valuable food, the trawling industry has always been an uncertain one. Many trawling companies have gone into bankruptcy in recent years, for the experience of the lone fisherman who shoulders his rod and goes a-fishing was repeated on a vastly larger scale in the trawling industry. A constant supply of fish must be kept coming into the market, which makes it imperative for fishing boats to adhere to a form of schedule. Thus it has always been necessary to instruct the captain of a trawler exactly how many days he must remain out. At the end of this period—about 9 or 10 days—he must bring his ship into port whether he has caught 25,000 pounds of fish or 125,000 pounds. The financial risk is obvious when it is realized that it costs approximately \$200 a day to operate one of the larger trawlers and that the proceeds of a 10-day trip often do not amount to \$2,000.

This was the position in November, 1922, of the Portland Trawling Company, a subsidiary of the Atlantic Coast Fisheries Company of N. Y. C., which operates a fleet of four steamers in deep-sea fishing. In December, 1922, the company decided to put RCA marine radio on all four of their vessels. The sets were rented from the Radio Corporation of America. Operators were supplied by the Radio Corporation, and all repairs on sets were made by the same company.

The change that has since taken place in the trawling industry, perhaps is best described in the words of an official of the Portland Trawling Company:

"You will understand our situation before we installed radio from just one incident. It was a Monday morning in November, 1922. I went down to the dock expecting to find the Sea Gull. Instead there was the Fisher, not due until Wednesday. She was loaded with 100,000 pounds of fish. She had sighted the Sea Gull on the banks, and had learned that the Sea Gull had had poor luck, and had only caught 20,000 pounds of fish. If she came into port on schedule time, it would have meant a great financial loss to the company. As it was, the Sea Gull appeared Wednesday morning with a catch of 70,000 pounds. In the extra two days she had been very fortunate. That set us thinking. Of course, we had to have our loads follow a schedule. We had to have a boat come in regularly every two or three days. It is seldom that two boats meet on the 20,000 square miles of fishing area on the banks. So we could not depend on such physical contact in order to bring home the boat with the largest catch. There was no way by which we could communicate with them, lacking in radio equipment as they were.

"We decided to add 5% to our expenses and put on radio, and we have had reason to be satisfied with our action. Now, when we send a ship out we do not include a specified return date in the captain's sailing orders. We are kept constantly informed of the amount of the catch, and by radio we can order the ship to return to port in six days, or we can keep it out as long as fourteen days.

"Because we always know just how many pounds of fish of each kind there are on board, selling is made much easier.

"In order to achieve the maximum amount of

efficiency, it is essential to cut down each vessel's unproductive time to a minimum. The less time a trawler spends in port, the greater the profit that she can make. One of the biggest services that radio renders is to cut down unproductive time as much as possible. Each trawler makes known her port accommodation needs long before she arrives. In one case a message came to us via radio saying that the Petrel needed new piston rings. Long before the vessel docked, the twenty-four-hour job of getting those piston rings ready for installation was completed.

"The Fisher had been out ten days. She had a full catch and was returning to port. The Sea Gull, out only three days, had her fishing gear so badly damaged that it was useless for her to remain on the banks. A radio message from the Sea Gull brought the Fisher hurrying to transfer fishing gear. This message was received at the same time by the Portland Trawling Company.

When the Fisher arrived in New York, the company had new gear ready for her. This effected a saving of three days' time, \$600, for the Sea Gull.

"The second engineer of the Sea Gull decided to quit at the end of the trip. The captain included that news in his daily radiogram to the company. Before that ship arrived in port a new second engineer had been signed up.

"In time of sickness radio renders invaluable service. A ship's captain will hesitate to take it upon himself to go into port with a small catch because one of the men on board is not well. But he decidedly would send a message to port telling the company of the illness of one of the crew. Frequently, the answer comes back to go into Newport, or other nearby port, for medical aid. At other times a medical officer on shore or on board a passenger vessel will give the necessary method of treatment over the radio.

(Continued on Page 22)

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Experience of a Nantucket Man, the Sole Survivor of Crew of Whaleship "Oeno", Who Lived for Nine Years Among Cannibals of South Pacific

Published by NANTUCKET INQUIRER AND MIRROR

XVII

WE LAY here a long time, but getting ahead very slowly, with our cargo, the Captain concluded to get to Myambooā, as the beche de mer had become very scarce at Ambow. About the middle of October we got under way for Myambooā bay, where we found the Ship Glide, of Salem, Capt. Henry Archer. He informed us that in coming into the bay he had struck a sunken rock and his ship leaked so badly they had all they could do to keep her free with both pumps. He had heard of a vessel being at Ambow and had sent his second mate in pursuit of her and now began to feel anxious for his safety. Mr. Driver was immediately dispatched in pursuit of the missing officer, and next day both returned.

Preparation was now made for heaving down the Glide. Her guns and stores were taken on board the Quill and some of her cargo was taken on shore at the beche de mer house in care of Mr. Driver, who had commenced the beche de mer trade. Having discharged the Glide, a raft was constructed from her spare spars and coconut trees, to which she was hove down, her leak stopped and she was righted again and took in her cargo and stores. We continued our business till December, when having procured a sufficient cargo, we got ready to leave for Manila. When we were about ready for sea Capt. Archer wanted I should join his ship, to which I agreed at thirty dollars per month, and after having settled with Capt. Kinsman, joined the Glide. In a day or two the Quill sailed for Manila.

We now commenced procuring a cargo for the Glide. Having got on board about four hundred picul, and the beche de mer getting scarce, the captain thought it best to shift our quarters to the island of Angalore, where we were told by natives it was very plenty. So Capt. Archer made an agreement with a Myambooā chief to go to Angalore and have a house built before we went with the ship. The chief immediately started in his canoe accompanied by the chief mate with a plan of the house. In a few days they got a house built one hundred feet long by twenty wide. We then proceeded to Angalore, where we anchored about three-quarters of a mile from the shore. Here the natives brought us the beche de mer as

fast as we could take care of it, which enabled us to soon secure our cargo.

It was now the latter part of March, 1830. Having nearly finished our cargo, and being out of hogs and none to be got in this neighborhood, the captain told me I must get some hogs somewhere, so I made a bargain with the chief of Bratter to go to his town, which was about sixty miles from the ship, and get a supply, for which he was to have a keg of powder. A canoe was prepared and I took with me a musket, powder and shot and a few articles for small trade, and started. Soon after leaving the ship the weather became squally and rainy, so we landed at a neighboring village and put up for the night. Having much bad weather it took us six or seven days to get to the island of Ingaun.

From there I saw a ship lying at anchor at Ovolau about three miles distant. I immediately procured a small canoe and natives to work her, and started for the ship, but before we arrived it grew dark and rainy, so we landed on the shore at a small village, where I spent a sleepless night, having very sore eyes and surrounded by innumerable mosquitoes. In the morning, after eating a breakfast of boiled yams, I pulled off for the ship, which I found to be the Clay, Capt. Mellitt, from Salem. I informed him who I was, where I was from, and my business, and that the Glide would be ready for sea on my return. He wished me to join his ship, offering me the same wages, but I told him I could not agree to it without the consent of Capt. Archer. After stopping an hour or two and learning as much news as I could remember, he gave me letters for the Glide and I took my leave. Among the letters I found several for myself from home. I cannot describe my feelings on reading these epistles from my sisters nor can they be imagined by anyone who has not been in a similar situation. It was nearly six years since I had heard a word from home.

I returned to the village, where the chief was waiting for me. He was very inquisitive to know what ship it was, who was master, what he was after, etc. We immediately got under way for Bratter, which was six or eight miles distant. On our passage we stopped at a small island, uninhabited, to shoot some birds, which were very plentiful around the shore. The natives told me

(Continued on Page 22)

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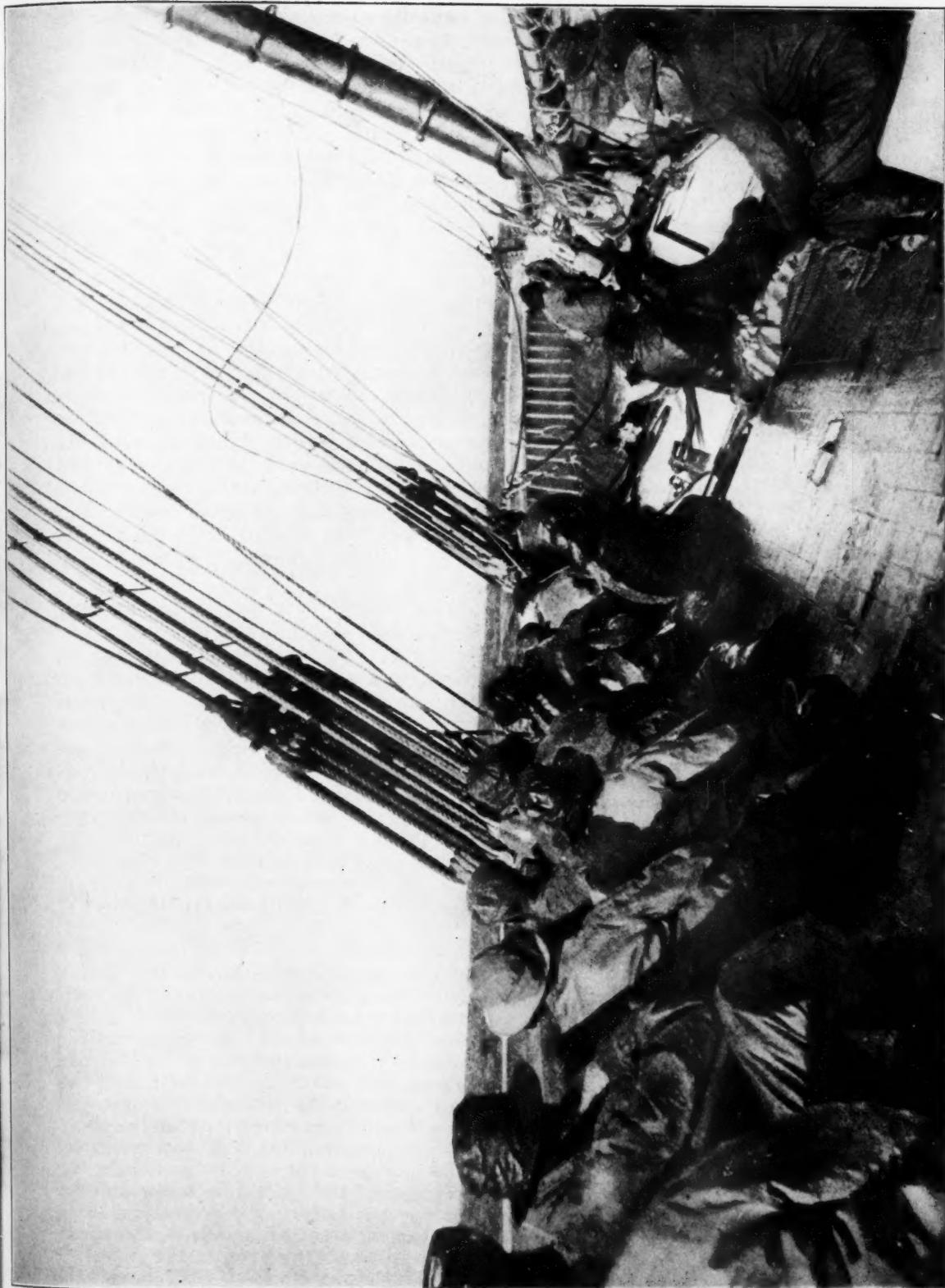
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other waterproof garment.



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How to Cut Down the Cost of Radio Experimenting

There is quite a large class of radio fans who like to experiment and try out every new circuit and every new piece of apparatus. It is this class of radio fan who is the advance agent, so to speak, for everything new in the radio line. He tries out several things every time that the opportunity presents itself and readily reports his results to his favorite radio publication. The cost of new apparatus is not the only cost involved in his work, for there is a steady replacement cost. Often during his hasty work he forgets several small but vital facts and blows one or more of his tubes. If he blows very many tubes, then the radio field has lost one more or less valuable investigator. One of the most serious types of error that occurs with radio experimenters is the error of placing vacuum tubes of different "A" voltage into interchangeable sockets and forgetting the fact that the "A" battery voltage must be altered in so doing. Another common mistake is the accidental placing of the "B" battery across the "A", and flash goes the tube.

There is nothing more depressing than the blowing of a tube. The experimenter often feels as though a death has occurred in his immediate family. It is an utterly depressing sensation, to say the least. He goes around gloomy several days before he completely recovers. A friend has often said to me that it is not always the intrinsic value of losing a tube, it is the thought that it has been blown to no avail, and, does no one any good. Then again, if tubes be scarce it always happens that an accident occurs when the most inconvenience is caused. Yet, for a very small expenditure every radio experimenter and user of ordinary receiving tubes can insure himself at a very low and reasonable cost against this type of annoying loss. A new type of quick flash fuse has been recently developed. This new style of fuse readily slips over one of the filament legs of the vacuum tube. It is always with the tube and always ready to act no matter what kind of average voltage be applied to the filament. So effective has this new fuse proven to be that many experimenters have been whole-hearted and instantaneous in voicing their approval. Radio and electrical laboratories all over the country are now using them to protect their valuable and sensitive apparatus from accidental burn-outs.

Wrecked on the Feejees

(Continued from Page 19)

that this island belonged to the Spirits and if I shot the birds they would be angry and cause some accident to befall us. I, however, paid no regard to their superstitious fears, but shot as many as I wanted. In getting under way again the sail caught so that in hoisting it they tore a large hole. This they regarded as a punishment for shooting

the Great Spirit's birds. We repaired the sail and steered for Bratter. We soon arrived at the entrance of a small crooked river, took in our sail and poled the canoe up to the town. Here I was detained about a week by bad weather. During this time I visited the Clay, which had got under way from Ovalau and anchored near this place. I spent an evening on board the Clay and returned to Bratter, taking with me a man who had been cast away near the island in a Sydney whaler.

Having collected a hundred hogs and the weather being somewhat better, we started with our hogs in eight canoes. After getting out, the weather grew so bad we landed at Ingaun, had a hog baked under ground, and with yams and taro we lived well for one day. The weather continued boisterous for two days. It then moderated and we made sail for the ship, which was about fifty miles from us. After running about half our distance the wind blew so strong we struck our big mast and sail and set the small one. The wind still increased until it became so rugged that it was with difficulty that our canoes could be kept free of water. We continued on some time in this way, until the natives were quite exhausted with bailing.

Fearing they would give out and our canoe being old and leaky and heavily loaded, I persuaded the chief to throw the big mast and yard overboard, and told him if that was not sufficient we must heave some hogs over, as the canoe was now half full of water, which was all the time gaining, the other canoes nearly out of sight, and the nearest land twenty miles off. After throwing overboard the mast and yard we managed to get the water out and were enabled to keep her free.

(To be Continued)

Trawling With the Aid of Radio

(Continued from Page 18)

"Fogs are very dense on the banks. This is especially true in the winter months of the year. Often it is impossible to take the bearings of a vessel for days at a time. A radiogram to shore will bring back a speedy answer that will enable the ship to learn at once just where it is. The direction from the ship to the shore station can be told with unfailing accuracy. When two shore stations of known location flash back the direction, the position of the ship can be worked out by triangulation, and much time heretofore lost in cautiously feeling their way or in laying to, is saved. The safety of all vessels is always enhanced by the regular receipt of weather reports."

With this definite example before them it is doubtful whether any trawling company now will continue to operate without the aid of Radio.

Our Washington Letter

By EDWARD NELSON DINGLEY

WASHINGTON, D. C.—There has been a lull in Congressional investigations during the past two weeks. Senator Harrison, one of the Democratic leaders in the inquisition, made a speech recently urging the Senate to get down to business and enact some needed legislation. Like all the other speeches made by the Senator from Arkansas, this one was purely political.

Examination of the Congressional Record discloses the fact that between January 15 and March 22, the seven leading Democrats who have been conducting the oil and Daugherty investigations (Ashurst, Caraway, Harrison, Heflin, Robinson, Walsh of Montana, and Wheeler), made 358 speeches on these matters, covering approximately 135 pages of the Congressional Record.

Assuming that these speeches averaged about twenty minutes each, the time consumed was 7,160 minutes or about 119 hours. The Senate was in session 58 days during this period, and about 174 hours were devoted to discussion and debate. Of these 174 hours, about 119 were consumed in talk on oil and Daugherty.

In other words, about two-thirds of the time was devoted to speeches by seven Democrats on the floor of the Senate, devoted entirely to two investigations going on outside the Senate.

The several investigations already have cost about \$300,000, and if continued much longer may cost \$500,000. All that has been revealed in the hearings and discussed in the Senate, could have been brought out in one-tenth of the time and one-tenth of the expense.

The only matters of public interest are (1) Are the naval oil land leases valid or invalid; (2) did Fall accept \$100,000 from Doheny and \$25,000 from Sinclair as a bribe; (3) Has the Department of Justice been conducted in a manner detrimental to the public interest. The first two matters will be settled in the courts. The third matter is left in the air, for nothing has been proved one way or another. Most of the evidence taken in the Daugherty case is hearsay.

There is no gainsaying that the stories told by the many witnesses furnished a variety of sensations, and nearly all the correspondents of the city papers sent out only the most sensational portion of the testimony.

What political effect all these sensations will have, remains to be seen. From Senator Pepper's speech in Portland (in which the Senator declared the appointments of Fall and Daugherty and Forbes to official positions were blunders made by the late President Harding), it would appear that Republicans in his camp are willing to sacri-

fice the late President and Daugherty and all their friends, in order to escape the assumed consequences of the stories told. It is not revealed whether President Coolidge read Senator Pepper's speech in advance of delivery or not. If he did, it would be fair to assume that the Coolidge organization intends to repudiate the late President Harding and Daugherty and Forbes of the Veteran's Bureau.

The effect of Pepper's speech was rather rasping to many here who believe that both Denby and Daugherty are victims of political persecution. Whether the speech of the Pennsylvania Senator has cleared or roiled the waters, it is impossible to tell.

However, it is certain just now, looking the whole country over, that President Coolidge is the Republican party's biggest asset. From present indications his nomination at Cleveland is almost a certainty, unless a miracle happens. The Republican party must nominate him unless it intends to commit political suicide. The party has received many hard blows during the last month, and must pick a man who is conservative, who is entirely outside and apart from any of the so-called "scandals," and a man in whom the people have confidence.

During all this excitement on Capitol Hill, not a word has been said by the Democrats against the honesty and integrity of President Coolidge. The most that has been hinted has carried an insinuation that the President dismissed the Attorney General for political purposes only. Nor is it at all likely that Daugherty and his friends will oppose Coolidge. On the contrary, the President indorsed Daugherty as a delegate from Ohio before he dismissed him from the Cabinet. Daugherty will support Coolidge.

The Coolidge folks are casting about for a running mate for the President. It may be Borah or Capper, or Longworth. It is certain to be a man from the middle or far west. The platform will not be dictated by the President, but will follow along the lines of the President's messages to Congress. It will be short, indorsing protection as embodied in the tariff of 1922, tax reduction and aid to farmers. It will oppose all measures violating the fundamental laws of finance and economics.

It is complained that Congress has done nothing. This is not true. Congress has done a lot of important things since March 4, 1921. It would do more right now, were it not for the radically inclined who play and vote with the Democrats. Congress will pass a tax-reduction bill before it

(Continued on Page 34)

TO THE SOUTH'ARD

Virginia Commission Self-Supporting

The Commission of Fisheries, which has charge of the oyster and commercial fisheries of the State of Virginia, held its final meeting before the close of the appropriation year at Newport News on Wednesday, February 27th.

After hearing a number of appeal cases as to fish nets the Commission audited its bills for the month and then went into the finances of the year.

It was found that for the first time since the organization of this Department of State, twenty-six years ago, the Commission, with all debts of its own and former Commissions paid up, possessed a surplus balance of \$5,074.20. This surplus will revert to the State Treasury as of March 1st. Conditions in the oyster regions were reported good.

Old Boat Dug Up

An old boat, dating back 100 years or more, was unearthed in a sand pit at Wilmington, N. C., by an excavating gang working on a foundation for a smoke stack. The vessel was riveted together with heavy copper rivets on the bottom, wooden pegs being used in part of the construction. White-iron, wrought iron construction of a very old date, was used on the "knees" of the boat, with a large number of smaller copper nails.

It is believed that this boat was sunk prior to the erection of the city bulkhead, which was built some years prior to the Civil war, and that it sank in front of the shipyard then operated by a Captain Berry. Based on the assumption that the boat must have sunk there before the bulkhead was built, it may be over 100 years old.

The wrought iron rivets, as large as ordinary railroad spikes, showed a grain running with the length of the rivet. Few of them showed any real disintegration. The boards of the boat were in good condition, although spongy on the outside. The knees of the boat were over 6 feet high, with a width across the boat of around six feet. The boat was unearthed some ten feet under ground. It is believed the boat must be around 30 feet long.

Chesapeake Fish Nets Destroyed

Shad and herring will be scarce for a little while, until the big Chesapeake Bay fishermen can replace their nets, torn up by recent storms. Fully 50 per cent of these nets became clogged with seanettles, thus offering a wall of resistance to the gales and sweeping tides. The average cost of these nets put down, is \$1,500 to \$2,000 apiece. Some of them are never recovered.

Those fishermen who have no substitute nets

will lose their season's fishing besides their original investment, as it is too late now to get new poles and nets for the shad and herring run.

The mild winter and moderate temperature of Chesapeake Bay brought on an early appearance of the seanettle, or jellyfish. These detestable things lay their spawn, and bed in the mud for winter, most of the old ones dying off, but this season nearly all of last year's crop have already shown themselves, to the great cost of bay fishermen and the coming horrid nuisance to bathers in the summer.

Otter Trawling in the Potomac

Complaints reached the Bureau of Fisheries against otter trawl fishermen operating early this spring in the deep channels of the Potomac River in the region lying between Mathias and Swan Points. It was alleged that such trawling was raising havoc with the undersized fish which, when stirred up, floated to the surface and perished from the cold.

The Bureau assigned an investigator who found that considerable otter trawl fishing had been done. The consensus of opinion among fishermen was that fishing these deep channels in winter with otter trawls is both harmful and wasteful and would, if continued, result in the depletion of the striped bass and white perch fisheries. During the winter months these species are said to seek the deep parts of the Potomac, where they lie in a dormant state until spring. In this condition of dormancy the fish are unable to escape the seine of the otter trawler and all sizes are taken. The small undersized fish are stirred up from the bottom and float helplessly on the surface, where most of them perish from the cold or are cast ashore. A State Warden at Colonial Beach stated that he had seen many dead fish in adjacent waters after otter trawls had been hauled in the vicinity.

It is the opinion of the Bureau of Fisheries that, in view of these conditions, the use of the otter trawl or any drag-seine device in the channels of the tributary waters of Chesapeake Bay will greatly decrease the abundance of valuable food fishes, such as the rock or striped bass and the white perch.

At a conference of those interested, held at Annapolis, March 25, it was brought out that the State of Virginia had recently passed a law prohibiting the use of the otter trawl in the Potomac and other inland waters of the state. To enforce this law properly in the Potomac, it will be necessary for the State of Maryland to enact concurrent legislation.



LOBSTER NOTES



THE SITUATION

THE USUAL heavy April shipments of lobsters from Nova Scotia are not coming in, due to the recent stormy weather. A good supply may be looked for from Shédiac, N. B., the latter part of this month.

Nova Scotia lobsters have been bringing around \$50 a crate off the Yarmouth boat.

Practically no supplies are coming from Maine, which is holding the price up.

Shipments from Nova Scotia ought to be heavy in May—the banner month of that section. Maine fishing begins in earnest next month.

Lobster Discards its Shell Quite Frequently

Few living creatures have such striking habits as the lobster. It begins to molt or discard its outgrown clothes the second day after hatching,

and continues to do so with increasing frequency until it has ceased to grow at all.

When the old shell becomes too small a new skin begins to grow underneath it. When this growth nears completion the lobster becomes a "shedder," ready to cast off not only its old shell, but even the lining of its esophagus, stomach and intestines.

Restless and uneasy as the molt approaches, there comes a break where the tail joins the shell. The lobster then turns over on its side, bends itself at the shape of a "V," with the break at the apex. Pressure is applied, and gradually the rear end of the old shell breaks loose from the one beneath. Step by step the process of liberating the imprisoned body from its out-grown armor sweeps forward, until finally the claws are withdrawn through the narrow openings. Presently, with a mighty effort, the lobster emerges from its coat of mail, casts off the linings of its digestive tract and steps out, full-panoplied in a soft new shell.—*Geographic Magazine*.

Whales Migrating from South African Waters

There is grave danger that the whale in South African waters will soon be a rarity. So profitable has the industry proved during the past few years and so many the whaling stations that have sprung up on the South African coast, that the species are now migrating further south and east.

The chief of the Natal fisheries department, H. W. B. Marley, states that unless something is done to regulate whaling, the industry there must perish. Unrestricted whaling has been the rule in South African waters, and the consequence is that every year the humpback and inshore feeding whales are becoming scarcer.

The humpback, in particular, has been a prize much sought after in the past by the vessels of the South African whaling fleet, for they are comparatively easily caught and offer a good return in the amount of oil yield. On the other hand, the sperm or cachalot whale has not been hunted in the past to the same extent, as this species keeps generally well away from the land.

Speaking of the whaling industry during the past few years, Mr. Marley stated that it had enjoyed a long period of prosperity. However, during the war, the Natal production of oil and fertilizers had little or no sale, and as a result large stocks of oil were definitely held up. But a demand for raw oil allowed the companies to realize their stocks on profitable terms, and the recovery was gradually improving, so that there

was every prospect of good prices being realized for some time to come.

Fishing Notes From Maine

(Continued from Page 8)

men have new traps and gear ready, and the moorings in Mackerel Cove and at Joyce's Beach present a scene of activity and one worthy of the essay of a discerning marine artist, and soon the shores of Mackerel Cove and the crags and peaks of old Mt. Desert will echo and re-echo to the sounds of the exhausts of large numbers of marine engines. The old-timers anticipate plenty of bait and forecast a good spring catch of lobsters. The trawlers can get plenty of fish and if the price paid is fair, look for a good season.

A Well-Equipped Profitable Fisherman

(Continued from Page 9)

was galvanized after the tank was installed. This job was done by L. O. Koven & Brother. A Lobee pump was selected.

The vessel was fitted and equipped by the Hathaway Machinery Company, who also installed a Hathaway hauling clutch and a complete trawling unit, made by the same concern.

Altogether the Andrew E. Hathaway is a splendid example of the modern fisherman—a well planned, carefully equipped, practical vessel, about the only kind that can hope to make much money at fishing in these days.

NEWS OF THE BOATYARDS

ARTHUR D. STORY Essex, Mass.

This well known builder of fishing vessels has under construction:

Boat No. 1—Name, America; to be launched May 15; type, fishing schooner; length 75'; beam 18'; draft 9'; 45 gross tons; engine, 60 h.p. Bergsund; propeller, Columbian.

Boat No. 2—Unnamed; building for Ben Pine and Capt. Willett, of Gloucester; to be launched June 1st; length 80'; beam 19'; draft 10'; engine, 60 h.p. Fairbanks Morse C.O.; propeller, Columbian.

FRANK HALLETT Lubec, Maine

Is building for Andrew Case, 79 Milk St., Boston, a 34-footer with a 7' 6" beam, 3' draft; estimated speed 8 miles. She was built from Mr. Hallett's design. A 20 h.p. Kermath 4-cylinder 4-cycle engine and Hyde propeller will be installed. She will be launched in June and named Kermath.

D. M. WADDELL Rockport, Mass.

At this yard a 47-foot cruising yacht is being built for Hobart Ford, Rye, N. Y. She will be launched the latter part of April and named the Bertha Frances.

CHAS. HART & SON Morris River, N. J.

Boat No. 1—Named, Rose; finish, April; type, Garvey for oystering; designed by builder; length, 26'; beam, 6'; draft, 6"; engine, 5 h.p., 4-cycle, DuBrie.

Boat No. 2—Unnamed; finish, April; designed by builder; type, fishing skiff; length, 28'; beam, 8'; engine, 16 h.p., 4-cyl., Cady; propeller, Columbian.

ST. ANDREWS BAY MACHINE SHOP & RAILWAY Panama City, Fla.

Among the boats building at these yards are the following:

Boat No. 1—Unnamed; started, November; finish, May; type, auxiliary fishing smack; designed by builder; length 96'; beam 22'; draft 14'; tonnage 82; estimated speed 6 knots; engine, 60 h.p. Bridgeport; propeller, Harthan. This boat for sale.

Boat No. 2—Unnamed; started February; finish August. This is an exact duplicate of the above boat, and is being built for sale.

Boat No. 3—Unnamed; started April; finish June; type, cruiser; building for Dr. Clarence Hutchison, Pensacola, Fla.; designed by builder; length 49'; beam 14'; draft 3'; tonnage 12; estimated speed, 8 knots; engine, 18 h.p. Standard gas. These builders have just sold one of the fishing smacks similar to boats No. 1 and No. 2, described above, to the Bay Fisheries, St. Andrews, Fla., which will be put in commission this month.

WILLIAM H. CHAMBERLAIN Marblehead, Mass.

This yard reports that they have under construction, 12 "Beachcomber" sailing dories, which are to go to Holland, Mich. Delivery to be made in May.

A lobster boat has just been completed for Ralph Conners, 23' long; 6' beam; 2' draft; equipped with 12 h.p., 4-cycle, Palmer engine and lobster hoist.

CAMDEN YACHTBUILDING & RAILWAY CO., INC.

Camden, Me.

This yard reports the following boats under construction:

Boat No. 1—Name, Marawil; length, 45'; beam, 12'; draft, 4' 6"; type, cruiser; finish, May; building for Luther Blake, New York; designer, J. H. Wells; estimated speed, 10 knots; engine, 80 h.p. Buffalo, propeller, Hyde.

Boat No. 2—Unnamed; tug; finish July; length, 80'; beam 9'; draft, 8'; estimated speed, 12 knots; building for J. L. Goss Corp., Boston; designer, J. J. Wardwell; engine, not decided, propeller, Hyde.

F. S. NOCK, INC.

East Greenwich, R. I.

Boat No. 1—Name, Juanita; finish, May 15; type, yacht tender; building for Col. Joseph Fletcher, Providence, R. I.; designer, F. S. Nock, Inc.; length, 21'; beam, 5' 10"; draft, 2'; estimated speed, 14 m.p.h.; engine, 18 h.p. Kermath; propeller, Hyde.

Boat No. 2—Unnamed; finish May 15; type, auxiliary yawl; building for Robert Saltonstall, Boston; designer, John D. Alden; length, 40'; beam, 10'; draft, 5' 6"; engine, 25 h.p. Scripps; propeller, Thomson Feathering.

Boat No. 3—Name, Rhoda; finish July; type, motor yacht; building for John R. Dennis, Providence, R. I.; designer, F. S. Nock, Inc.; length, 59' 10"; beam, 13'; draft, 4'; tonnage, 25 net; estimated speed, 10 m.p.h.; engine, 90 h.p. Sterling; propeller, Columbian.

A. B. ROGERS Jonesport, Me.

Mr. Rogers, designer of the type of boat known as the Jonesport model, is extremely busy in the construction of a number of fishing and pleasure craft. Three pleasure boats have been completed for Joseph Parsons, New York, two of which have been shipped to Georgia for use at Mr. Parsons' winter home at Isle of Hope, while the other will be kept at his summer home at Ripley, Me.

A 26-footer, with 6' 6" beam and 20" draft, has been completed for John Robinson, Sherman, Me. This boat has a 16 h.p., 4-cyl., International engine, and Hyde propeller; estimated speed, 15 m.p.h.

A 35-footer, 8' beam, 3' draft, is to be finished latter part of April for Seaman Crowley, Corea, Me. She will be equipped with 25 h.p., 4-cyl., Gray

motor; Columbian propeller; estimated speed 16 m.p.h.

An exact duplicate of the last mentioned boat is to be completed and delivered to Joseph Wood, Corea, Me., by June 1.

WOOD & CHUTE SHIPYARD & MACHINE CO.

Greenport, N. Y.

The 26' seine boat for Chesebro Bros. & Robbins, New York, and the 33-footer for Wilcox Fertilizer Co., Mystic, Conn., are nearing completion at these yards.

Sloop Forest Burr, which has been cut in two and lengthened, is practically ready.

A considerable amount of overhauling of boats and launches is also being done.

GREENPORT BASIN & CONSTRUCTION CO.

Greenport, N. Y.

Extreme activity prevails at these yards. A 34' fishing cruiser has just been completed for Commett & Irons, Jacksonville, Fla. This boat is equipped with a 260 h. p. Hall-Scott motor, and has a speed of 25 m.p.h.

Two 34' cruisers for New York parties, are to be delivered early in May. Two 28' runabouts, and two 22' runabouts are also under construction.

A contract has been received from Ralph M. Cramford, for a 36' V-bottom fishing cruiser, to be used on Great South Bay for fishing and hunting parties.

H. W. SWEET SHIPYARD

Greenport, N. Y.

This yard is very busy, both on new construction and repair work.

The new ferry boat for the Greenport-Shelter Island Ferry Co., has been laid down, and is to be completed for service early in the summer.

Several fishing boats owned by Edwards Bros., East Hampton, are being overhauled for spring and summer fishing, as well as the Osprey, owned by Tuthill & Vail, East Marion, and the R. C. W., owned by Capt. Fred White.

This yard is also busy getting the racing boats owned by the Shelter Island and Devon Yacht Clubs, in shape for the coming season's races.

A. C. BROWN & SON

Tottenville, Staten Island, N. Y.

At the present time there are building at these yards, two sea-going yachts of the centre board type; length 50'; beam 13' 5"; draft 3' 6". They were started in January and will be finished in June. They are being built for Henry Howard, Cleveland, Ohio, and Max Mauran, Niagara Falls, N. Y. They will be equipped with 15 b.h.p. Bolinder oil engines, with reversible blade propellers of Bolinder design. Both boats were designed by John G. Alden.



Gull Makes Friends With Fisherman

As fishermen everywhere know, one of the most diffident and distrustful creatures in the bird kingdom is the liberty-loving gull. He'll partake of almost anything in the way of food that is offered him, but he will not permit the slightest intimacy.

Knowing the wary traits of the gull it was rather difficult for John Stacey, a Marblehead fisherman, to convince his fisher friends that he had tamed a sea gull. But he has proved his story, and is now basking in the limelight of North Shore admiration.

Stacey is a lobsterman, and when he goes to pull his pots nowadays he does not go alone. Before his boat gets squarely out of Marblehead harbor, the gull swoops down upon him and roosts on the boat until the work is over and Stacey is headed inshore. The bird readily partakes of fish from the hand of the fisherman, and even permits himself to be petted and fondled.

When Stacey has any companions with him the gull will never alight on the boat. Nor will he permit at any time the slightest intrusion by other gulls. As soon as the intruders get near the boat, the favored one dashes at them with all the fury of his tribe.

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Stacey would not think of capturing his pet, for he values too much the visits of the gull while he is making the lonely round of his lobster traps.

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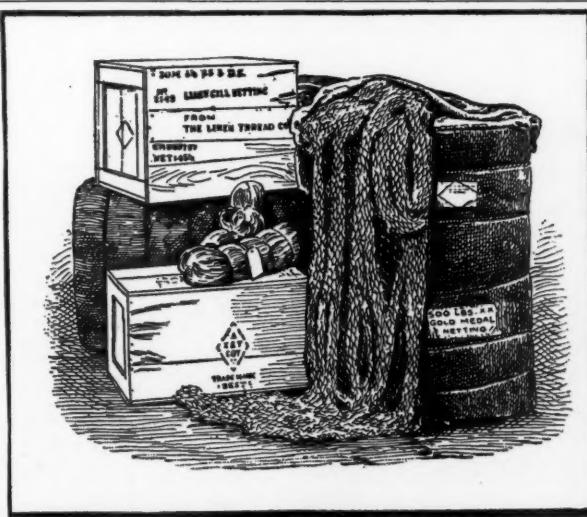
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Successors to E. L. Rowe & Co.
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Marine Hardware
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C. E. BECKMAN CO.
35 Commercial Street
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Lobster Pot Buoys

Made of the best quality dry
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Write for prices today

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Plenty of Water and FREE BERTHS
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For 10c per 100

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(d)
(a) Round back to fit joint.
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LARGE 1 3/4" LONG SMALL 1 1/2" LONG
\$1.25 per 1000

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THE ONLY MACHINE MADE

LOBSTER PLUGS

Absolutely uniform — Special bass wood
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Bought and Sold

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Tents and Covers

United Sail Loft

Railway Ave., Gloucester, Mass.

We take boats directly from the builder and equip
them ready for the sea

BOATS OVERHAULED

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Boat Building and Repairing

BOAT MATERIALS OF ALL KINDS

Our marine railways accommodate boats
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sizes from dories to bankers.

Engines installed.

Write for an estimate on your require-
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ROCKLAND, MAINE

ATLANTIC FISHERMAN'S ALMANAC

for 1924

Twenty-Five Cents

The Fishing Vessel Mart

In answering the following advertisements please address communications to the initials following each item and send care of ATLANTIC FISHERMAN, 100 Boylston Street, Boston, Mass.

CHRONOMETER WANTED

Want to buy an English chronometer in good running condition, preferably a Frodsham. State make and price. Address C. C. Markham, Guilford, Conn.

57-FOOTER FOR SALE

L. W. L. 50 feet; beam 14 feet 6 inches. 60 H. P. Bridgeport Motor. Electric lights and electric self starter. Address B. H.

WANTS CENTER-BOARD KNOCK-ABOUT

25 feet overall; no house or cabin; engine not essential; might consider larger vessel. Address A. K.

15 H. P. ENGINE FOR SALE

\$125 buys a 15 H. P., 2-cycle marine engine with magneto and reverse gear. All in good condition. Address: L. F.

ENGINE FOR SALE

Palmer engine, 4 cycle, 4 cylinder, 45-50 H. P.; reverse gear and magneto; type N K 4. Thoroughly rebuilt and guaranteed. Price \$1200. Address L. E.

FOR SALE

New STEEL STEAM TRAWLER 152 ft. Overall, 24 ft. Beam, 15½ ft. depth of Hold. Equipped with a 550 H. P. Triple Expansion Engine, Two Scotch Boilers, 180 pounds working steam pressure.

1 Large Double Drum Steam FISH-WINCH manufactured by The Meade-Morrison Co.

2 FISH HOISTING STEAM WINCHES.

Heavy I Beam Gallows Frames, Bollards, Sheaves, Heavy Iron Blocks for Gallows Frames, etc., etc. All fittings for Beam Trawlers. Write for estimates for building any type of wood or steel vessels.

Rice Brothers Corporation
Wood and Steel Shipbuilders
EAST BOOTHBAY, MAINE

26-FOOTER FOR SALE

Eldredge built; sound and tight beam trawl and lobster fishing R. D. boat; fish well; Frisbie 10 H. P. 4-cycle with hoist; Paragon reverse gear. All in best condition. Bargain at \$600 for quick sale. Seen at Greenport, N. Y. Address B. N.

16 H. P. LATHROP

Lathrop, 4 cycle, 2 cylinder, 16 H. P. engine for sale. Reverse gear and magneto. Thoroughly rebuilt and guaranteed. Price \$325. Address L. D.

FOR SALE

100 H. P. Fairbanks Morse C. O. oil engine, new oiling system attached, in first class condition almost like new; including generator, storage battery and cutout, extra fuel pump for day tank. Can be seen at Paul Bordt's Machine Shop, Poole's Lane, Sheepscott Bay, Brooklyn, N. Y.

FOR SALE

38-footer, 9 to 10-foot beam, deck boat, with pilot house, hunting cabin, 16 H. P. Lothrop, perfect condition, \$600. Used very little. Address B. O.

WANTED

35 to 40 foot flush deck boat suitable for trap fishing work. Must be tight. With or without engine. Address L. H.

FOR SALE

1 Automatic Water Plant complete with 70 gallon tank and motor to operate from 32 volt light system. Capacity, 100 G. P. H. Absolutely new. Price \$85. Address L. C.

AUSTIN HALEY

Commission Merchant

FRESH and SALT FISH

LOBSTERS - SCALLOPS

Consignments Solicited

57 LONG WHARF, BOSTON, MASS.

Reference: Commercial Security
National Bank of Boston

THREE-MASTED SCHOONER

Eleven hundred tons dead weight capacity, in A-1 condition. Built in Maine. Would like an offer. Address B. M.

SLOOP FOR SALE

49½ feet long; 14½ feet beam; 5 feet draft. 36 H. P. engine with hoist and good set of sails. Sloop 5 years old and in first class condition. Good living quarters with six berths. Will carry 12 tons of ice. Price \$2800. Address B. P.

REMODELED CAT RIG

Copper fastened 31-footer for sale. 31 feet long and 12-foot beam, draft 3 feet. Cat rigged, sound and tight. Address B. J.

50-FOOTER WANTED

Would like to buy a good all-round fishing boat of about 50 feet. Address L. I.

AN ENGINE BARGAIN

24 H. P. 2-cycle Lathrop gasoline engine; uses very little fuel; recently overhauled; in A1 condition. Price \$275. Address B. R.

ENGINE FOR SALE

7 H. P. 2-cycle Lathrop gasoline engine, with one way clutch. Used very little. Perfect condition. 20x26 Hyde wheel. Price \$125.00. Address L. G.

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Any kind of

FISHING EQUIPMENT

RATES — 5 Lines, \$1.50 Minimum
25 Cents per line for all
over 5 lines

ATLANTIC FISHERMAN, INC.
100 Boylston Street Boston, Mass.

Does Your Boat Leak?

Send for Booklets—"HOW TO MAKE YOUR BOAT LEAKPROOF," and "MARINE GLUE—WHAT TO USE AND HOW TO USE IT." Any old boat so long as the frames are in fair condition can be made water tight by following the instructions in the above booklets. This applies to anything that floats from a dory to a schooner. Put your leak troubles up to us. We will help you to stop them.

JEFFERY'S MARINE GLUE

For sale by all Ship Chandlers, Fisherman's Supply Houses, Paint, Oil and Marine Hardware Stores.
L. W. FERDINAND & COMPANY, 152 KNEELAND STREET, BOSTON, MASS., U. S. A.



E. B. TUTHILL & CO.
MONTAUK, L. I., N. Y.

Dealers in

GASOLINE, FUEL OIL, ICE, GROCERIES, FISHERMEN'S SUPPLIES OF ALL KINDS

FISH ICED, PACKED and SHIPPED to Fulton Market

Shipments from here bring top prices in the market, arriving early and in prime condition, only 100 miles from New York.

Your patronage solicited when in this vicinity

First pier coming in Fort Pond Bay

**The Mianus Diesel Engine Company
Under New Management**

The Mianus Diesel Engine Company which was recently incorporated in Connecticut and consolidated with the old Mianus Motor Works, has a Branch Office at 12 Commercial Wharf, Boston.

The acquisition of the old Mianus Motor Works by the Mianus Diesel Engine Company resulted in a substantial amount of fresh capital being put into the Company and was accompanied by William N. Shaw and F. S. Jerome becoming identified with its affairs. Mr. Shaw is president of the Eisemann Magneto Corporation of New York. He has been interested in Diesel Motors since 1909, having in the interim been connected with Carel Freres and Krupp as well as with several of the Scandinavian engine concerns. Mr. Jerome is president of the Seymour Manufacturing Company and American Copper Products Corporation as well as several other prosperous concerns.

P. G. Schilling has been appointed as Manager of Sales, and will open an office for the Company at 165 Broadway, New York City, May 1st. Mr. Schilling has had a wide experience with foreign and domestic Diesel Engines both in sales and engineering work.

R. Dearnaley will continue as Manager of the Boston Branch, where they maintain a stock of both gasoline and Diesel engines. Mr. Dearnaley has been connected with the Mianus Motor Works for years both with regard to the manufacture and sales of the Mianus Motors, and he is well known among the trade.

Walter E. Buttle has been secured to act as Service Man for the New England territory, besides being the Sales Engineer for the Narragansett Bay territory. Mr. Buttle has had extensive experience with the different makes of Diesel Engines since 1914.

The Mianus Diesel Engine first made its appearance in 1919 and employs the Leissner system, whereby the fuel is gassified by spraying it into a combustion tube and pre-ignition chamber in the cylinder head. The Mianus engine is of the full Diesel type and operates on the two cycle solid injection principle. The plant at Stamford is now producing Diesel engine units up to 200 horsepower and it is the intention of the Company to produce larger size units and also to incorporate a direct reversible feature.

Mr. Schilling has initiated plans for an aggressive sales campaign in behalf of the Mianus Diesel Engine. The Company now has offices in Boston, New York, Philadelphia, Baltimore and Norfolk, and very shortly will establish offices on the Great Lakes and also at Seattle, San Francisco and Los Angeles.

The Policy of the new management is to give SERVICE. It is therefore installing Service Men throughout the U. S. These men will visit the various installations from time to time to secure competent operation and the highest efficiency.

New Reverse Lever Control

A new product of the Columbian Bronze Corporation, Freeport, Long Island, N. Y., is the Reverse Lever Control outfit shown herewith. The drop handle can readily be swung into



New Reverse Lever Control

place and is very rigid. Two well designed levers of channel construction and fitted with rod ends are supplied together with a choice of floor plates or side brackets. All parts are made of Manganese bronze and guaranteed against breakage.

Many of the boat builders throughout the country have already made use of these outfits, which are sold for \$20.00 complete.

USEFUL BOOK FOR FISHERMEN FREE

"Marine Glues. What to Use—How to Use It" is the title of a most interesting and valuable booklet just published by L. W. Ferdinand & Co. of Boston. This booklet, probably the most complete treatise yet published, contains detailed information on the various kinds of glues, cements, sealing and waterproofing compounds. Of particular interest to fishermen are articles

HARTFORD
REG. U. S. PAT. OFF.
TWO-CYCLE

**MARINE
ENGINES**
*Real Power
All the Time*

That's the reputation of the "HARTFORD" gained after nineteen years of proven ability to make good under all kinds of conditions. The fact that over 90 per cent of the "HARTFORD" motors sold each year are installed in fishing and working boats should convince you that the "HARTFORD" has the staying qualities necessary to withstand severe and continuous service. If you want real motor service with practically no cost for upkeep, get a "HARTFORD."

Write today for catalog and full information

Manufactured and sold by

THE GRAY & PRIOR MACHINE CO.
36 Suffield Street Hartford, Conn., U. S. A.

describing the proper glue and the best way to use it for deck seams of commercial craft, applying canvas to decks and covering boats with cotton or canvas, waterproofing tanks, insulating pipes, joining hollow spars, thinner for softening marine glue, waterproof glue for attaching canvas to wood, patent linoleum glue, liquid waterproofing, joint sealing compound, gasket cement, marine glue cement, seam fillers, etc.

In addition to descriptive matter and new revised price lists on these Jeffery products, the booklet contains specific data on the application of marine glues, directions for melting, preparation of seams, paying of seams, etc. Altogether, it is a book well worth having. Drop a line to L. W. Ferdinand & Co., 152 Kneeland St., Boston, and they will send you a copy of this booklet, free of cost.

HATHAWAY BUILDS AN ADDITION TO PLANT

The Hathaway organization at New Bedford is well known to fishermen of the Atlantic coast. Chester Hathaway, skipper of this outfit of live wires, is building an addition to his plant which will enable him to handle his rapidly growing business. This new space will greatly speed up the work of this busy place.

Hathaway, by the way, carries a full line of repair parts for the Stearns De Luxe lighting plant.

**STATEMENT OF OWNERSHIP,
MANAGEMENT, ETC.**

Statement of the ownership, management, etc., of "Atlantic Fisherman," published monthly at Boston, Mass., required by Act of August 24, 1912. Editor, Arthur W. Brayley, 100 Boylston Street, Boston, Mass.; publisher, Atlantic Fisherman, Inc., 100 Boylston Street, Boston, Mass. Owners holding one per cent or more of total amount of stock: D. O. Campbell, Frank Arnold, Arthur W. Brayley, Atlantic Fisherman, Inc., all of 100 Boylston Street, Boston, Mass. Known bondholders, mortgagees and other security holders, holding one per cent or more of total amounts of bonds, mortgages or other securities: None.

Arthur W. Brayley,
Editor.

Sworn and subscribed to before me this 1st day of April, 1924.

Benjamin J. Selig,
Justice of the Peace.

Retires From Presidency of Master Mariners

On the occasion of his retirement from the presidency of the Master Mariners' Association of Gloucester, Captain George H. Peeples was presented with a silver loving cup and a travelling bag by members of the Association.

The presentation was made just after Captain Peeples returned from Washington where, in behalf of his brother fishermen, he had attended a fishery conference.

Such service is characteristic of Captain Peeples. Whenever the fishermen want a spokesman they appeal to this whole-souled, big-hearted citizen, whose fund of knowledge, on matters of



CAPTAIN GEORGE H. PEEPLES

Loved by his home folks—respected everywhere

fish and fishing particularly, has enabled him to be of tremendous service to fishermen—service that he is always ready to give.

Little wonder that the folks down Gloucester way think so much of him. "The salt of the earth," they'll tell you. More power to him!

Yawgo Line & Twine Co.

Tarred Lines, Halibut Lines, Seine Twines,
Maitre Cord, Tarred and White Mackerel Lines

ROCKVILLE, R. I.

MIANUS DIESEL ENGINES

*Gasoline Engines
For
Fishing,
Oyster,
Work Boats,
Yachts;
Compressors,
Electric Generators,
Pumps & Hoists*

The Mianus Diesel Engines are made in sizes

7½ to 100 H. P.

They are light in weight,

Simple, Reliable, Economical

Low cost of upkeep, as well as in fuel and lubricating oil consumption are outstanding features.

*Write for Recommendations and
Descriptive Literature*

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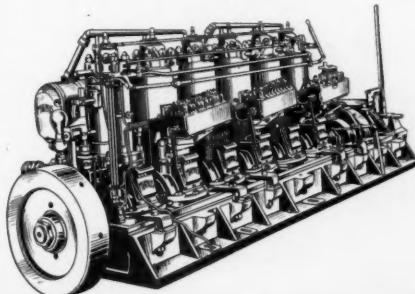
NEW YORK, N. Y. 321 West 42nd Street

BOSTON, MASS. 12 Commercial Wharf

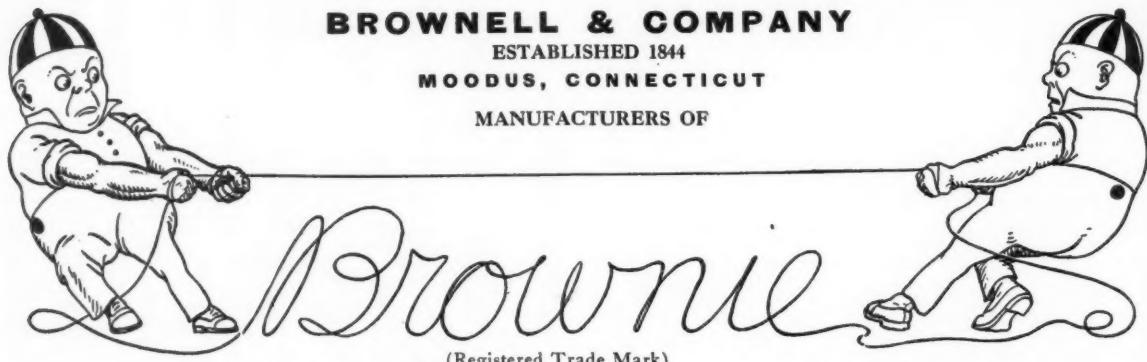
NORFOLK, VA. 116 Boush Street

BALTIMORE, MD. 126 Market Street

Factory: STAMFORD, CONN.



BROWNELL & COMPANY
ESTABLISHED 1844
MOODUS, CONNECTICUT
MANUFACTURERS OF



Maitre Cord Lobster Twine Cotton Twines for All Requirements

If your dealer does not carry them order direct for prompt parcel post shipment

Radio is Boon to Islanders

If it were not for the radio receiving set, which links them unfailingly with the outside world, a little fishing community in the northwest corner of Orr's island, Me., would be facing a monotonous winter. Mrs. Dennis L. Wilson, in a letter, gives a suggestion of how radio broadcasting in general has assured them of a far different winter season from that which they were obliged to go through in the "old days."

"We live," she writes, "on the northwest end of Orr's island, just two families by ourselves, with

only five people in all. There is sometimes a week in which we don't see a soul, and in which we cannot get to our nearest neighbors, so you see what a comfort radio will be for us.

"We have only a small radio outfit, one lamp, with three dry cell batteries and two head sets. We look forward all day to the evening. I never heard so much in the way of good things as I hear over the radio—things to uplift one and new thoughts. I do surely appreciate what all our radio stations are doing for us; my winter will be so much shorter and happier than those of previous years."



HALF-MILE-RAY
ELECTRIC SEARCHLIGHTS

Cabin Control, Clamp, Screw and Deck Brackets.
Also attached to Portable Storage Battery.
Prices \$18 to \$40.

Write today for circular.

THE PORTABLE LIGHT CO.
110 East 42nd St., New York



For Sturdy Service
ALL-BRONZE
TRIMOUNT PUMPS

Sturdy and dependable in all weather. Three sizes of hand pumps: 6-10-20 gallons per minute.

We also make power pumps.
TRIMOUNT ROTARY POWER CO.
298 Whiting Ave., E. Dedham, Mass.



BAY STATE
Marine Paints

There are special Bay State Marine Paints for all parts of a ship. Write for information.
WADSWORTH, HOWLAND & CO., Inc.
139 Federal Street, Boston, Mass.

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*Power Dories, Sailing and Rowing Dories
Launches, Skiffs and Tenders*

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Gill Netting Seines Pound Netting
Also Ships' Bells
AMBROSE M. STARR
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Manufacturers of
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Connecticut

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VALVE-IN-HEAD
FOUR CYCLE
MARINE ENGINES

A modern Four-Cycle Motor built on years of experience with common sense ideas. A motor which will stand up under the most severe conditions, is easy to repair, very economical on fuel and will deliver 100% service year in and year out. Send for catalog.

CAMDEN ANCHOR-ROCKLAND MACHINE CO., Camden, Maine

Either is a genuine HOOD

You fishermen may be shown boots bearing either the Bullseye or Arrow labels. Bullseye boots and Arrow boots are both genuine HOOD Boots. The next most important thing is their construction. Real fishermen—men who live in boots—will recognize special and exclusive features which meet their working conditions and requirements. Reinforcements, too, are just where they're needed. You can expect extra service from any HOOD Boot you buy.

HOOD RUBBER PRODUCTS COMPANY, Inc.
Watertown, Massachusetts

STORM KING



SPORTING



Our Washington Letter

(Continued from Page 23)

adjourns. It would have agreed upon such a measure long ago had it not been for the fusion of Democrats and radical Republicans against this administration. Congress will pass a soldier's bonus bill of some sort, and President Coolidge will not veto it. Congress will cut appropriations for the next fiscal year \$200,000,000 below the appropriations of last year. In the matter of debt reduction and refunding, the Harding-Coolidge administration has accomplished wonders.

The struggle now going on in Congress is the old struggle between the Conservatives and the Radicals. The question for the people to determine is the old question: Shall the Conservatives or the Radicals run the Government for the next four years? All the sensational stuff printed in the newspapers about the Republican party going to pieces or disintegrating, is the sheerest nonsense. Fundamentally, the Republican party is sound and safe and honest. The presence of a few crooks has no effect on the great heart and principles of the party. An individual may be corrupted, but not a great political party.

There is nothing in the situation, it seems to me, to warrant any fear, any serious criticism or withdrawal of support. If the conservative business men wish to avoid the perils of radical legislation, of government ownership of railroads, of free trade, of fiat money in some form, of more government interference in private business, of the overthrow of our financial system, they should continue their generous support of the Republican party whose leaders are trying to prevent the Radicals from wrecking the ship.

Is there to be a third party with a Presidential

ticket in the field? That is a conundrum. The only hope of such a party is LaFollette and LaFollette is ill. If he plunges in, he must direct his campaign from his office. It is possible that such a move might throw the election into the House. It is safe to say that there is no leader like Roosevelt to stir up the political waters. Furthermore, the campaign of 1912 was a great lesson. President Coolidge and his advisers are too wise to force anything. They feel safe in just leaving matters to the people.

The only cloud on the Republican horizon seems to be in the north-west and the south-west—a section where the wheat-growers are hard hit. This is the same section that lost its head over free silver coinage in 1896, simply because wheat happened to be 50c a bushel. Now wheat is \$1.00 and \$1.20 a bushel, and these same folks are told that "Wall Street" and "Congress" are to blame, and can make wheat worth \$2.00 a bushel.

Your readers will be interested to know that an effort is being made to enforce section 28 of the Merchant Marine Law of 1920, permitting the Interstate Commerce Commission to grant a lower rail rate on domestic commodities for export when shipped in American vessels. The purpose is to encourage an American Merchant Marine. Exporters of some American goods claim that foreign importers of American goods stipulate that the goods shall be transported in their own national ships. Why should not American importers of foreign goods stipulate that their importations shall be made in American ships? Strange, but the American people are not as loyal to their own ocean vessels as foreigners are to theirs. Is American patriotism and love of country and American institutions declining? If Americans would insist upon consuming American goods first and using American ships first, the country would be better off.

The Fish Net and Twine Co.

MANUFACTURERS OF

FISH NETTING and NET FITTINGS

MACKEREL NETS COTTON AND LINEN GILL NETS
POUND NETTING TRAP NETTING

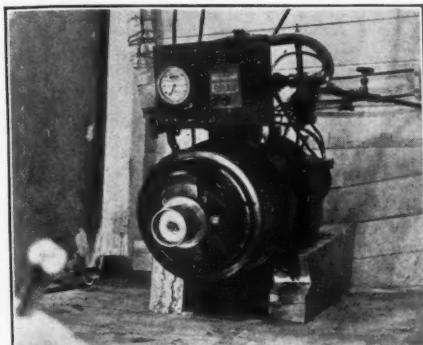
We use a special high grade of twine for all these purposes. Samples will be gladly sent on request.

DON'T RUN IN A RUT! SEE HOW MUCH BETTER YOU CAN DO FOR YOUR MONEY!

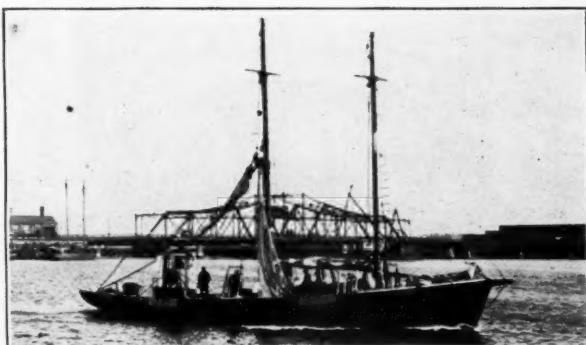
310-312 Bergen Ave., Jersey City, N. J.

Branches:
Milwaukee, Wis.
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Put Your Equipment Problems Up to Hathaway



Actual photo of Stearns 1500 Watt water cooled Marine Light Plant on Schooner Andrew E. Hathaway installed by Hathaway Machinery Co., New Bedford, Mass.



Schooner Andrew E. Hathaway

Captain Hamlin says:

HATHAWAY EQUIPPED MEANS RIGHT

Hathaway Standardized Machinery Equipped This Schooner

From Sea Cocks to Mast Head lights.

From Propeller to Washing Pump.

From Hauling Clutch to Trawl Doors.

Repairs in stock and ready now for main engine, and all auxiliaries. Think what this means in time of trouble.

Do you want a —

Propeller Shaft $3\frac{1}{2}$ " or smaller—Stern Bearing—Good Sea Cocks—Washing Hose—Piece of Drive Chain—New Exhaust Pipe—Electric Deck Light—Trawl Doors—Electric Light Plant—Swivel Shackle—42" Propeller—5" Copper Tube or $\frac{3}{8}$ "—Air Compressor—

We have it in stock

HATHAWAY MACHINERY CO.,

New Bedford, Mass.

TANGLEFIN GILL NETTING

REAL GENUINE SEA
ISLAND COTTON

LINEN
LONG STAPLE COTTON

Factory to You—No Middlemen

National Net & Twine Co., Inc.

EAST HADDAM, CONN.



REGISTERED IN
U. S. PATENT OFFICE

FOR over half a century Woodberry Duck has been the standard. When you place your order tell your sail maker that you insist on getting Woodberry.

Write us for a sample now and you'll have it handy for comparison at the very time you will want it.

TURNER, HALSEY COMPANY

62 LEONARD STREET
NEW YORK CITY

Boston Office

99 Chauncy Street

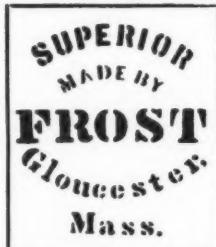
OYSTER WASHERS

any size or capacity complete with
blowers and motors

Write For Full Information



L. O. KOVEN & BROTHER, INC.
154 Ogden Ave., Jersey City, N. J.



This trade-mark on Oil Clothing is a guarantee of the best that money can buy.

Finest materials, superior workmanship and years of experience in meeting the exacting requirements of fishermen, have made

Frost Oil Clothing

the standard by which others are judged.

Try a suit of Frost's next time and see the difference.
If your dealer hasn't got them write us. We'll see that you are supplied.

Increased production enables us to fill all orders promptly.

D. O. FROST CORPORATION

Wharf Street, Gloucester, Mass.

Copper Oleate Preservative

Maximum Strength and Purity

Highest Percentage of Copper

Absolutely Neutral

Proven by experience to be the best preservative for Nets, Seines and other fishing gear, whether cotton, linen or manila.

Write for prices on quantity lots or send this advertisement with \$1.00 for a two pound sample.

Manufactured by

The Shepherd Chemical Co.

CINCINNATI, OHIO

Highland Ave., Norwood



REGISTERED TRADE MARK

NEW YORK NET & TWINE CO.

MOODUS, CONN., U. S. A.

ESTABLISHED 1829 INCORPORATED 1896

DOUBLE THE LIFE

of

YOUR LOBSTER CORDAGE

by treating it with

Metasap**Copper Oleate Compound***(the scientifically prepared preservative)*

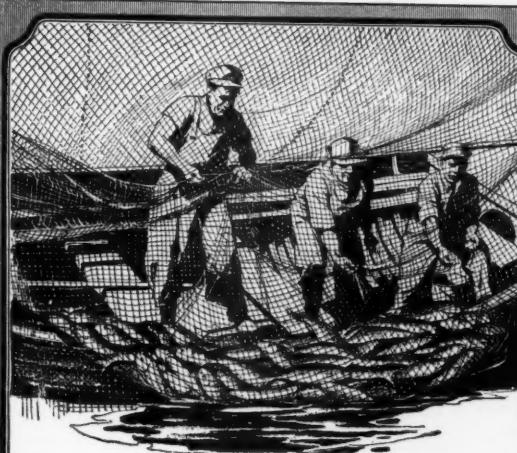
It preserves the tensile strength. Absolutely resists marine growth. Is easy to apply. Dries at once. Remains flexible. Adds practically nothing to the weight.

The finest preservative yet discovered for all fishing gear.

Send for free sample, or send \$1.00 for a generous supply sufficient for practical tests.

METASAP CHEMICAL COMPANY
HARRISON, N. J.

National Oil Products Co. National Oil Products Co.
10 High St., Boston, Mass. 413 Conway Bldg., Chicago, Ill.
Martin, Hoyte & Milne
Merchants Exchange Bldg., San Francisco, Cal.



"FISHERMEN, IT'S KOPPER KURED!"

WHITLOCK MANILA

"The Utmost in Rope Value"
can be obtained specially treated with Copper Oleate, a compound which preserves rope and prevents water mold and destructive marine growth.

Kopper Kured Manila has proved its value to Fishermen during the last year.
Write us for samples, prices and full information.

WHITLOCK CORDAGE COMPANY

46 South Street, New York
226 State Street, Boston, Mass.



Cap'n Allswell says:

**"I know only two kinds o' propellers—
one's Columbian, t'other ain't!"**



Columbian Propellers are more'n just water churners. They're a strikin' example o' th' difference between guess work 'n' brain work. They overcome all rotation resistance, skin friction, and most o' th' slippage. (Send for propeller information).

THE COLUMBIAN BRONZE CORP., 224 N. Main St., Freeport, L. I., N. Y.
New York City Sales, 44 Third Avenue

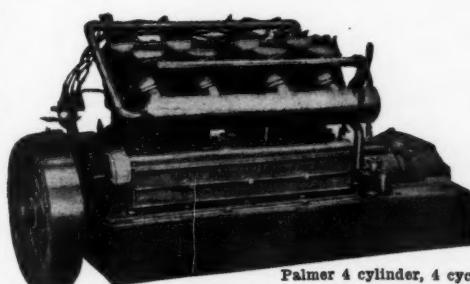


COLUMBIAN Bronze PROPELLERS

PALMER ENGINES
AN UNFAILING QUALITY

POWER, Speed, Dependability,
Durability and Economy are built-in qualities of Palmer Engines. They are strictly high-quality machines, built of the best material obtainable, made in an up-to-date plant and perfected by experienced engineers.

PALMER BROS. ENGINES, Inc.
COS COB, CONN.



Palmer 4 cylinder, 4 cycle,
Marine Motor

PALMER Engines are manufactured in three types: two cycle single and double cylinder type, four cycle medium duty type and our heavy duty type. Palmer Engines are manufactured from 2 to 85 horsepower; 1 to 6 cylinders.

BRANCHES: Baltimore 305 E. Lombard St. Boston 59 Haverhill St. New York 128 Lexington Ave. Philadelphia 9 N. 6th St. Portland, Me. 122 So. Ocean St. Jacksonville, Fla. Portland Pier

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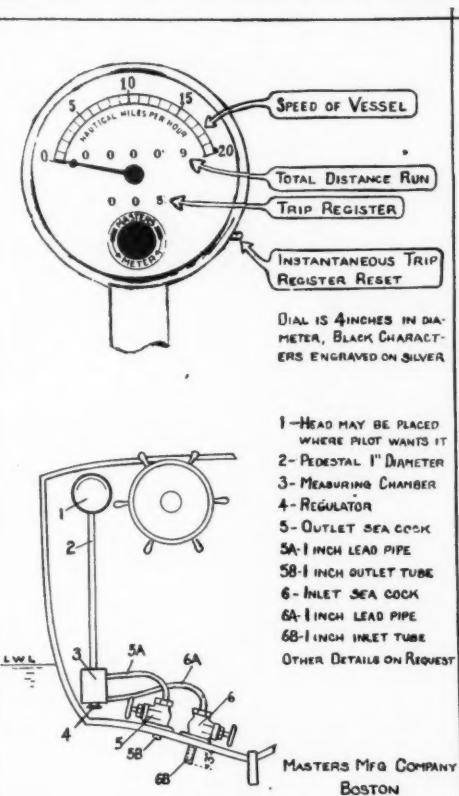
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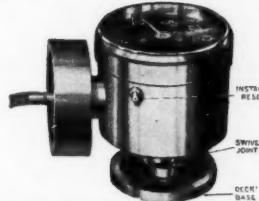
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